

The MOTOR OWNER



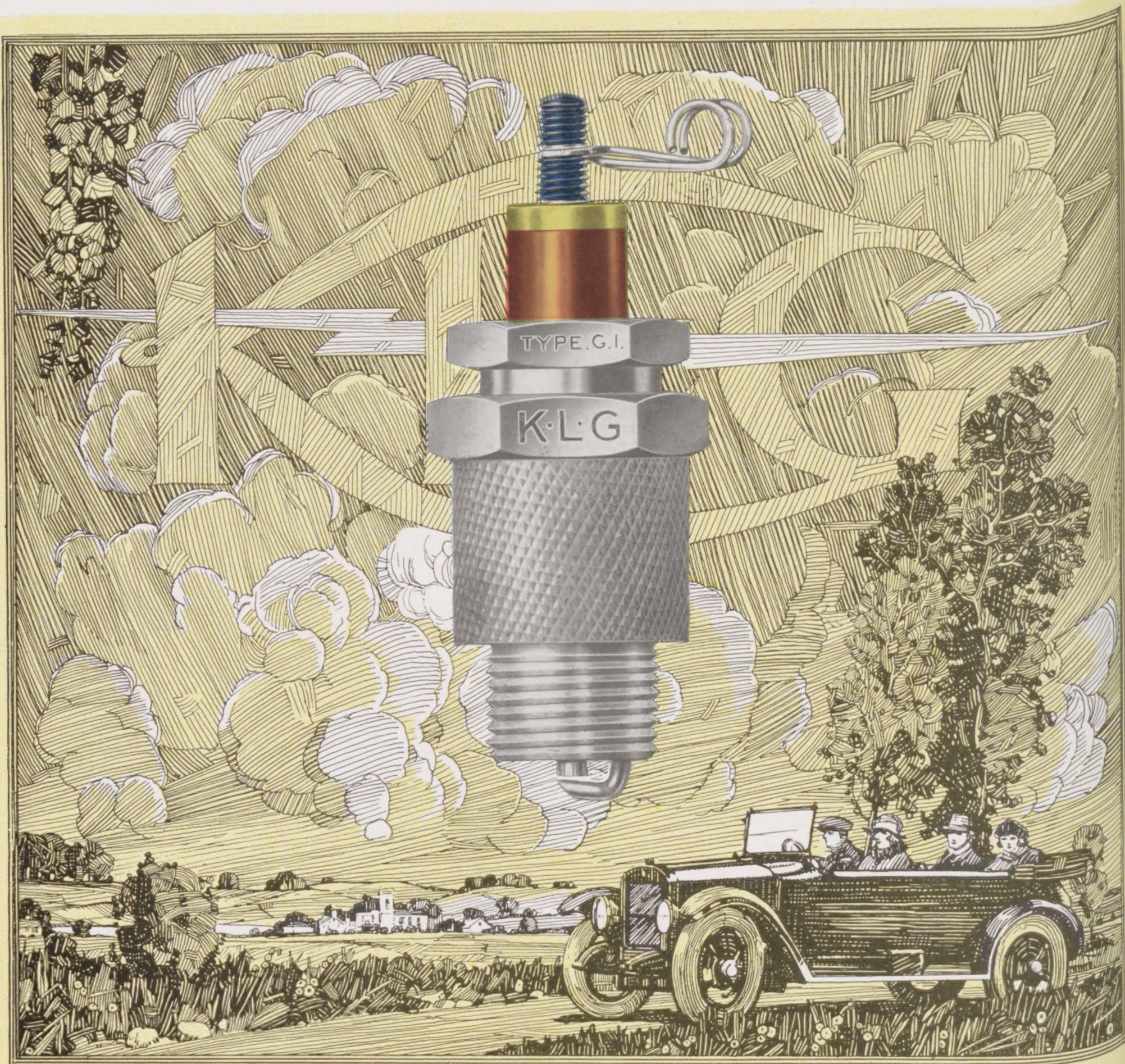
THE DAWN

OF BETTER DAYS

*The
Show*

November 1922

Two Shillings



K.L.G. Sparking Plugs

"G" TYPES

6/-

EACH

Consistent successes in the Great International Races of the year have again proved in an unmistakable manner the pronounced superiority of "K.L.G." Sparking Plugs. The fact, too, that time and time again they are chosen for competing cars and motor cycles on which manufacturers of all nations are staking their reputations is a proof of the esteem in which they are held by those best fitted to judge.

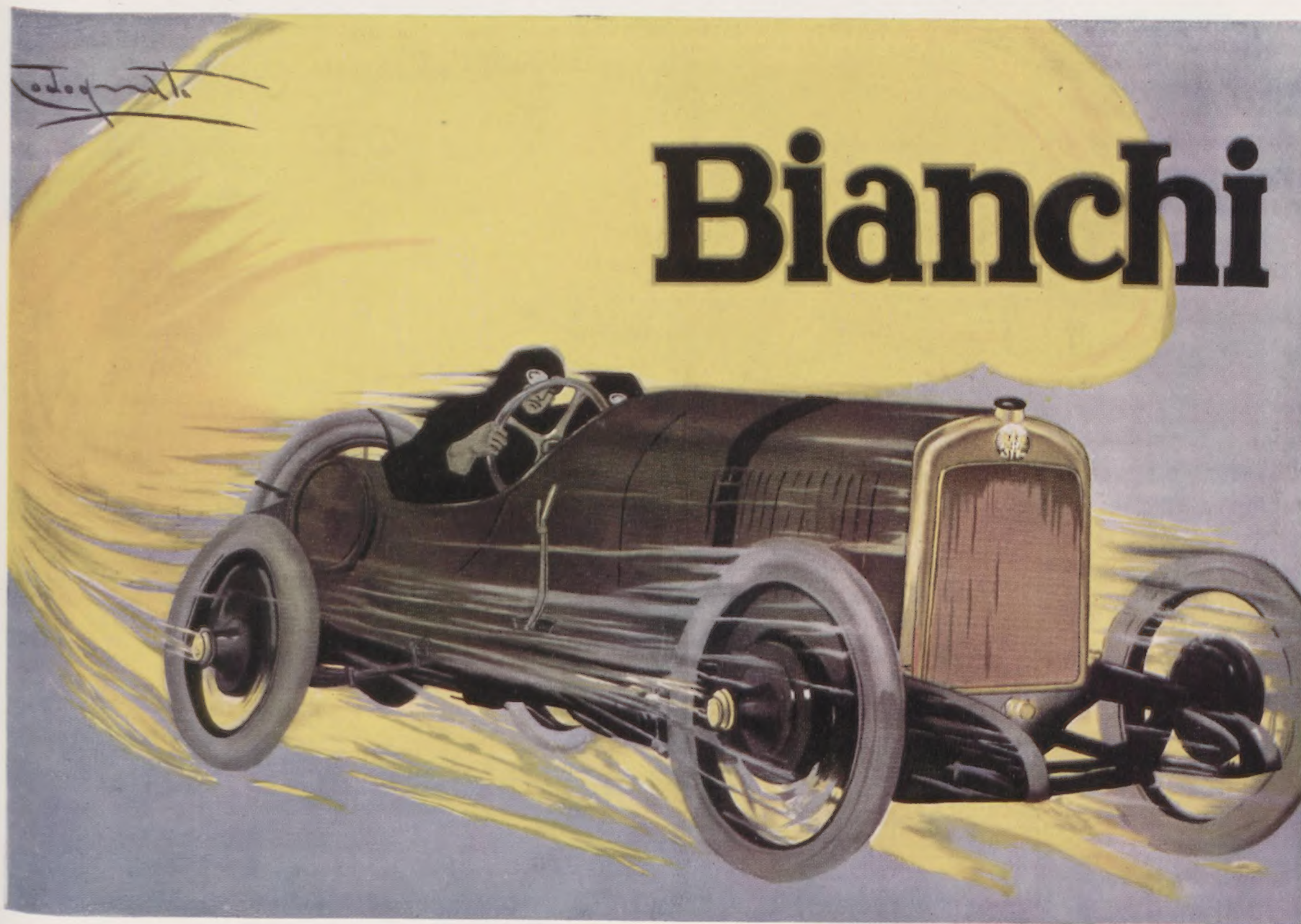
REPLACEMENT
CENTRE

3/-

THE ROBINHOOD ENGINEERING WORKS LTD.

PUTNEY VALE LONDON S.W.15

Sole Export Agents: S. Smith & Sons (M.A.), Ltd., Central Works, Cricklewood



THE **BIANCHI** IS THE REALIZATION OF THE **IDEAL**—THE PERFECT COMBINATION OF THE ENGINEER'S SCIENCE AND THE COACHBUILDER'S ART

12/20 h.p. Two Seater	£595 0 0
12/20 h.p. Four Seater, Italian Body .. .	£575 0 0
12/20 h.p. Four Seater, Best English Body..	£625 0 0
12/20 h.p. Three-quarter Coupé	£725 0 0
12/20 h.p. All-Weather	£715 0 0
12/20 h.p. Four Seater Coupé	£770 0 0

Chassis, spare wheel and tyre, C.A.V. Electric Starter and Lighting Set, Five Lamps, £450

BIANCHI MOTORS, Ltd.
26 ST. JAMES' STREET - S.W.1

'Phone - - - - - Regent 5664 & 5665
'Grams - - - - - "Bianchauto, London"



REPAIR WORKS & SERVICE DEPOT
6-26a JAMES ST., CAMDEN TOWN, N.W.1

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GUARANTEED FOR 50,000 MILES



QUALITY AND

The **Exide** was the first starting battery fitted to any car. To-day it is the foremost. That position has been won and held on its unvarying good quality.



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Every **Exide** Battery is built up to an ideal, not down to a price. At the back of every **Exide** Battery is the reputation of the world's largest battery makers and a battery service second to none.

300 skilled Service Agents in the United Kingdom alone are doing battery work to **Exide** ideals.

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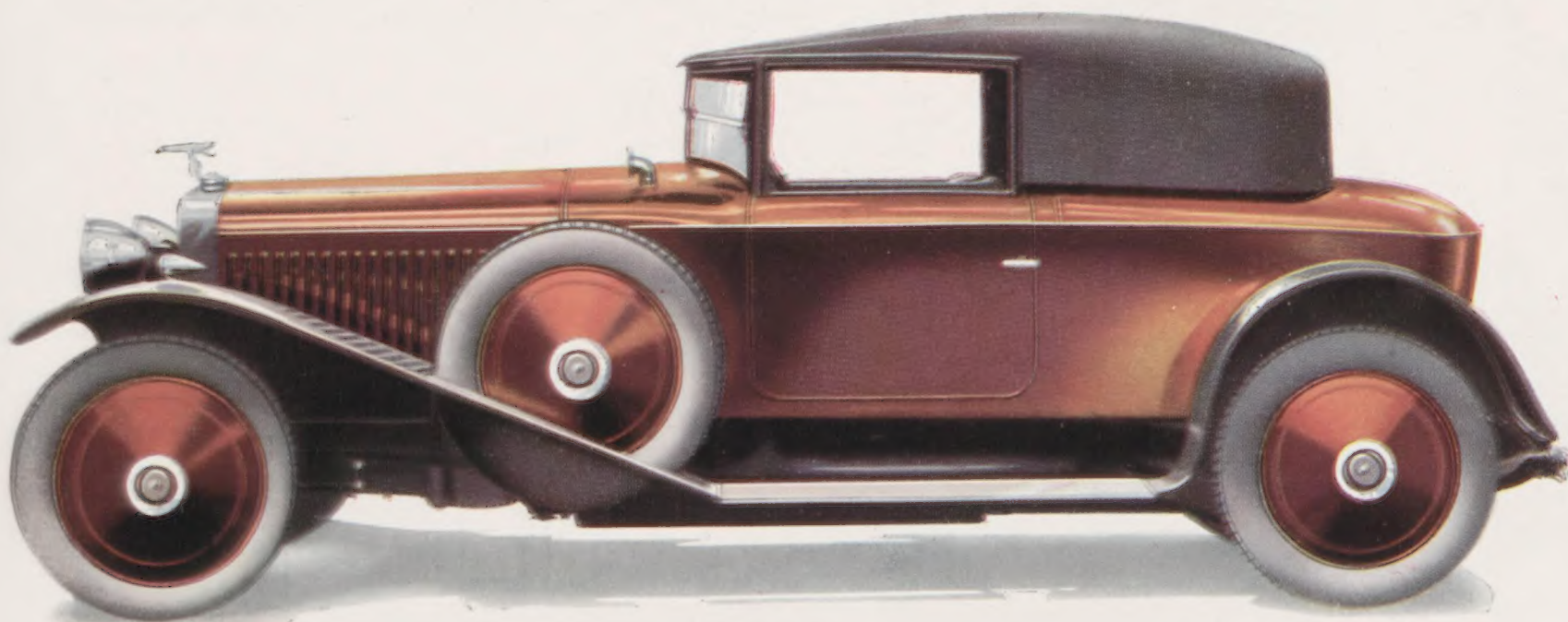
EXAMINE
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QUALITY AT
STAND
406
OLYMPIA

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There is an **Exide**
Battery to suit
· · every car · ·

THE Chloride ELECTRICAL STORAGE
COMPANY LIMITED.

CLIFTON JUNCTION, MANCHESTER
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HISPANO - SUIZA

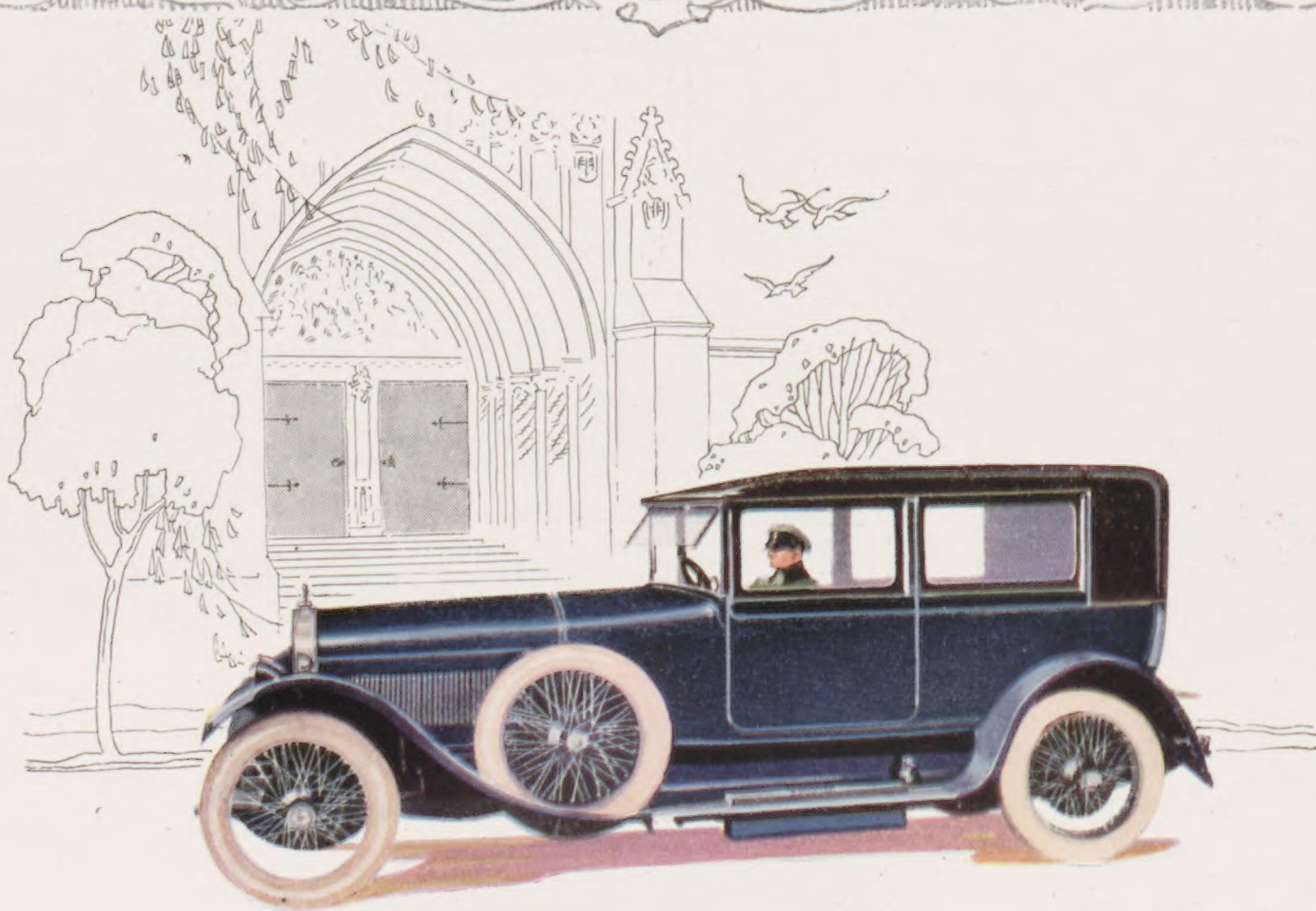
BUILT to an ideal—the ideal dreamed of by every experienced motorist, each car an individual masterpiece, the Hispano Suiza is the embodiment of everything that is superlatively perfect in automobile construction.

It is being exhibited on
Stand 196
 at the
WHITE CITY



AUTOMOBILES
 HISPANO SUIZA
 'Phone: - GERRARD 3561

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 'Grams: Hispasuiza, Piccy, London



ISOTTA FRASCHINI

ITS swift and silken acceleration and deceleration, the braking on all four wheels simultaneously, the great power and remarkable simplicity of its engine, make the Isotta Fraschini the ideal car for Town or Touring. The long, beautiful body and effortless speed of this fine car instinctively suggests "THE GREYHOUND OF THE ROAD."

FEATURES OF THE 35.8 h.p. ISOTTA FRASCHINI

All 8 cylinders vertically in line—brakes act on the four wheels simultaneously—wiring leads, manifolding piping, etc., reduced to the least possible limit—exceptionally few components.

Chassis, £1,400. Touring Car complete, £1,700

On View Stand 300 at Olympia

Sole Concessionaries for Great Britain and Ireland for the Isotta Fraschini.

F. C. COTTRELL & CO., LTD.

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STRANGEMAN

Give me Mobiloil!

WARNING!

Be sure you obtain genuine Gargoyle Mobiloil

WHEN purchasing Gargoyle Mobiloil, motorists are advised to take the following precautions:

1. Don't be misled by some similar sounding name. You want Gargoyle Mobiloil—not some oil similarly named. See the word "Mobiloil" is on the can, drum, or barrel.
2. Look for the red Gargoyle design on the container. This is our trade mark, and it appears on all cans, drums, or barrels filled with genuine Gargoyle Mobiloil.
3. Preferably buy in original sealed containers bearing these identifying marks.
4. Break the seal *yourself*.
5. If you prefer to purchase from bulk take care to see that the grade of Gargoyle Mobiloil you order is actually drawn from an original package bearing the Company's trade mark and description of contents.

Remember: Gargoyle Mobiloil is never sold under any other name.

Gargoyle Mobiloil is sold by dealers everywhere.

VACUUM OIL COMPANY, Ltd.,
CAXTON HOUSE, WESTMINSTER, LONDON
S.W.1

Telegrams: "Vacuum, Phone, London."
Telephone: Victoria 6620 (7 lines)



Mobiloil

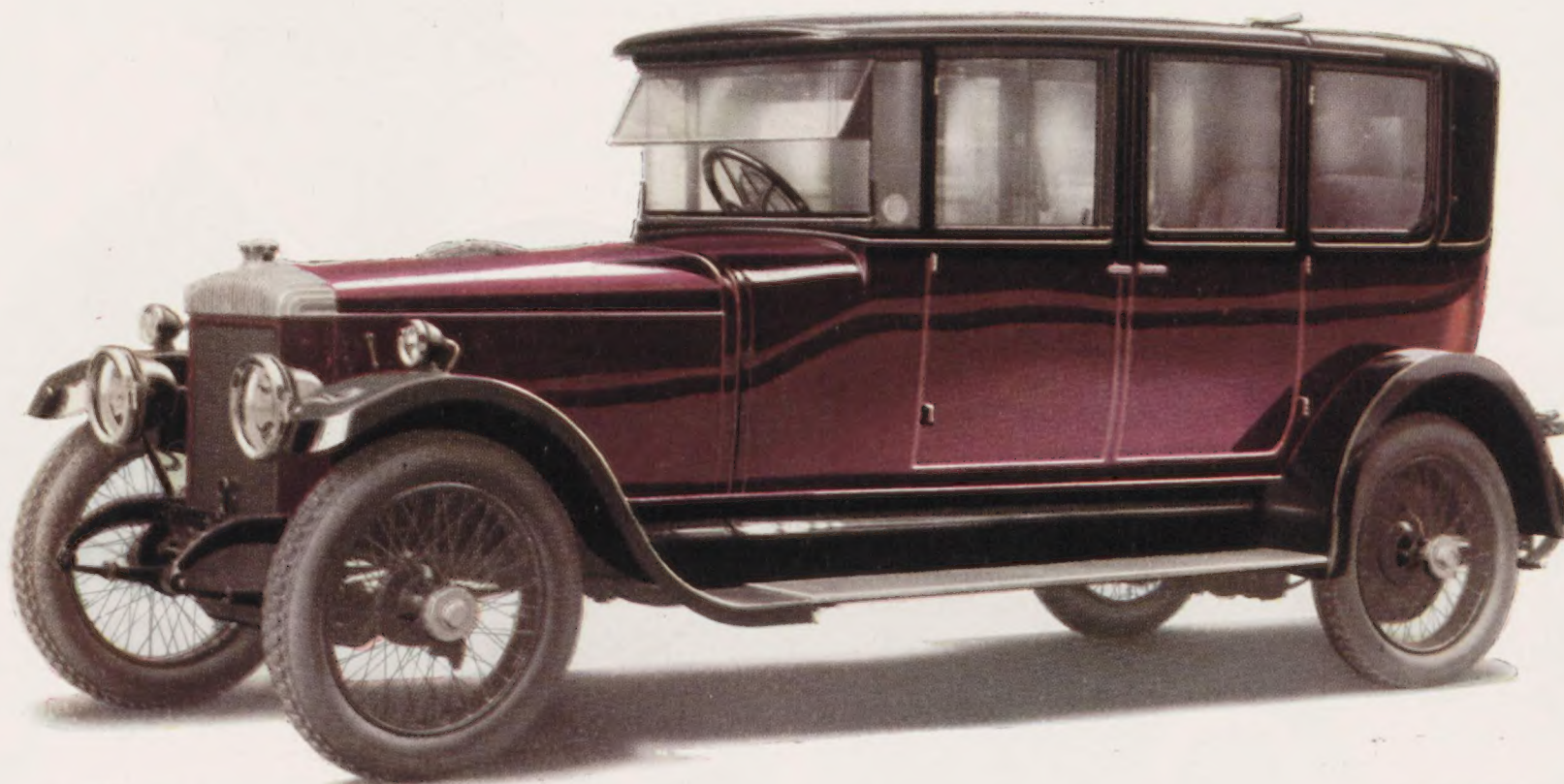
Make the chart your guide

**MOTOR SHOW
OLYMPIA**

Nov. 3rd to 11th

OUR STAND IS

453



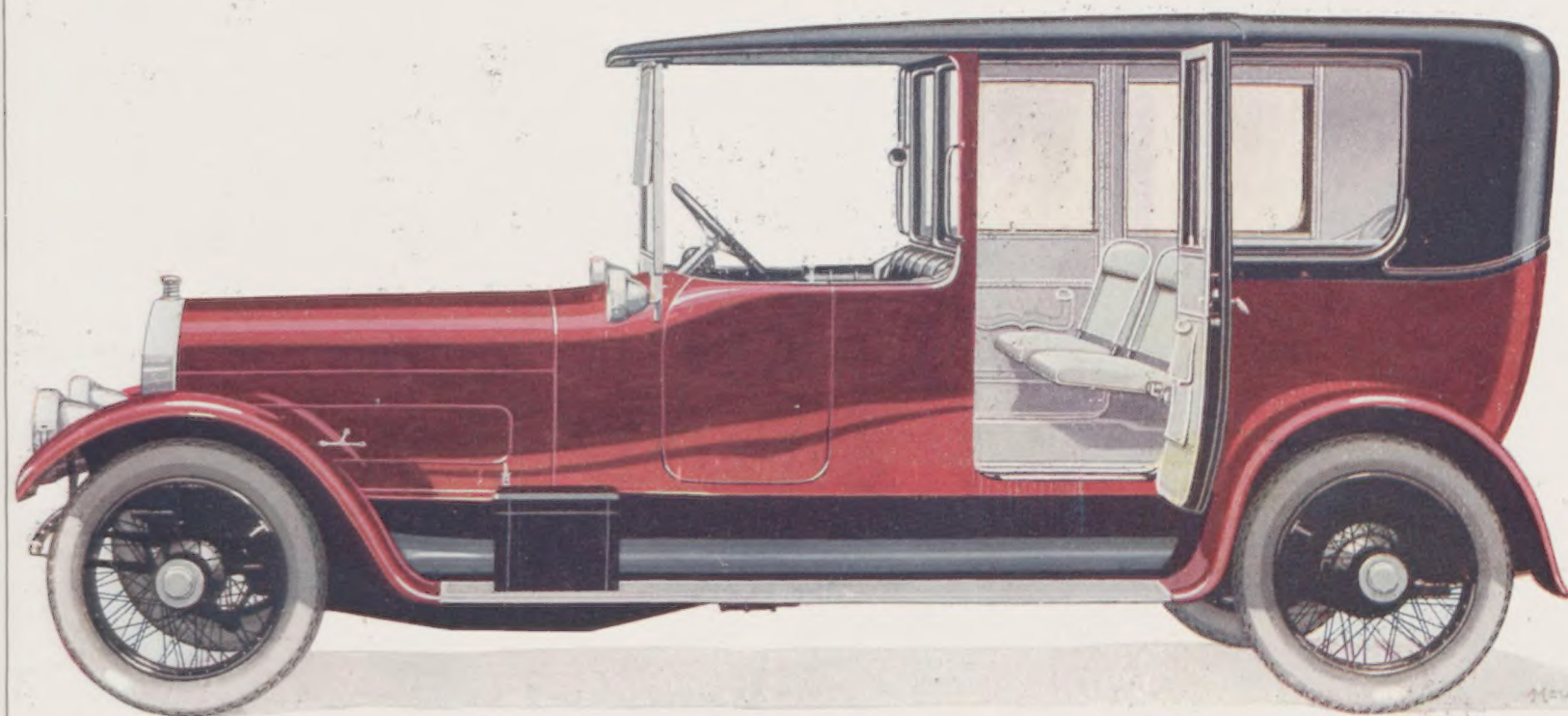
A magnificent example of Coachbuilders' art is shown in this 30 h.p. Daimler Car with body built by the

Regent Carriage Company, Ltd.

to the instructions of Stratton-Instone, Ltd., and supplied by them to H.E. Cardinal Bourne, who thus acquires the third Daimler car that he has owned.

THE REGENT CARRIAGE CO., LTD.

126/132 NEW KINGS ROAD
FULHAM · LONDON · S.W.6



The Wolseley Twenty Landaulette

In buying a WOLSELEY you are helping British Industry

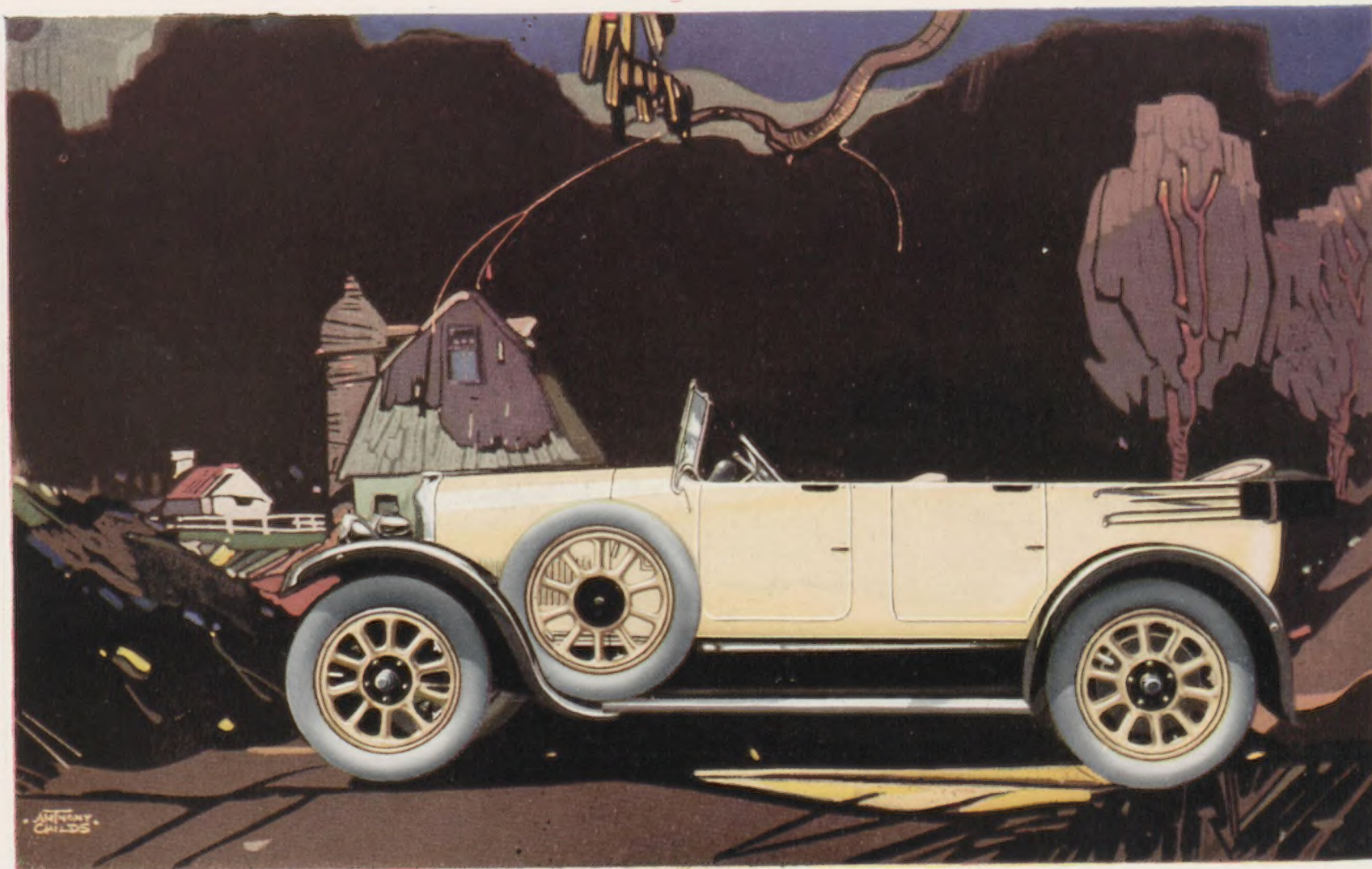
Under existing circumstances this is a very urgent and patriotic reason. But there are also many other reasons which will appeal to the discriminating purchaser :

1. The Reputation and strong position of the makers are unrivalled.
2. There is a Wolseley model to suit every pocket and any requirement.
3. Every model has been thoroughly tested and perfected.
4. Thousands of satisfied users enthusiastically recommend them.
5. They are backed by the finest factory organization in Europe.
6. A very substantial guarantee is given, which is generously interpreted. (Ask **any** Wolseley owner).
7. The Wolseley Service System is unequalled by any other makers of high-grade cars.
8. There are Service Stations carrying stocks of spares in all the principal centres.
9. In every important town there is a Wolseley Dealer ready to assist you in every way.
10. All these advantages are offered at prices which mean better value to the public than ever offered before.

FIVE of these famous MODELS
ARE BEING SHOWN ON
STAND No. 265
OLYMPIA

A FULL RANGE is
also being exhibited at
WOLSELEY HOUSE
PICCADILLY, W.1
(Adjoining Ritz Hotel).

Dunlop Tyres fitted as standard.



Beautiful, runs beautifully, and beautifully made.

The **LORRAINE** **SILKEN SIX**

Produced by Messrs. Lorraine-Dietrich, of Argenteuil, Paris and classic reputation, has been placed on the market only after several years' searching post-war test. It is of medium size but superb quality, chiefly remarkable for its powers of acceleration, flexibility, comfort and extreme lightness of steering and control.

Brief Specification.—6-cyl. 75×130 m/m. Overhead valves, Zenith carburettor, pressure lubrication, pump cooling, Delco ignition and equipment, 3 speeds, oblique cantilever springs, dry disc clutch, Sankey wheels, Michelin cable tyres 815×105 (820×120 closed cars).

Prices.—Chassis, £640. French touring, £775. English touring, £815. English 2-seater, £785. Three-quarter coupé, £930. 4-seater coupé, £975. 4-seater coupé (4-door), £1025. 4-seater saloon (2-door), £975. 4-seater saloon (4-door), £1075. Landaulette, £1075.



SOLE
CONCESSIONAIRES
GREAT BRITAIN
& IRELAND.

EUSTACE WATKINS LTD
91, NEW BOND ST., LONDON, W.

*Try the Lorraine
before you decide,
and avoid regrets.*



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Telegrams:
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N.B.—THESE PUBLICATIONS FORM A UNIQUE GUIDE TO HOUSE-SEEKERS.



AT A GREATLY REDUCED PRICE.

RICKMANSWORTH.

Few minutes from 2 stations. Excellent service to City and West End.

FOR SALE

VERY CHOICE MODERN RESIDENCE,

in excellent order. All modern conveniences. Central Heating. Telephone, etc.
Lounge hall, 2 reception, 6 bedrooms, 2 baths.

Well-laid-out grounds of about 2 ACRES. Full-sized tennis lawn. Excellent kitchen garden, etc.

Agents: HAMPTON AND SONS, 20, St. James' Square, S.W.1.

A COUNTRY RESIDENCE, WITHIN EASY REACH OF TOWN.

Ten minutes' walk from Finchley (Church End) Station.
Numerous sports clubs within easy reach.

DETACHED FAMILY RESIDENCE,

"GLENWATHEN,"

BALLARD'S LANE, CHURCH END, FINCHLEY, N.

In bracing position, 300 ft. above sea level. Picturesque red brick house, approached by drive, containing halls, three reception rooms, conservatory, billiard room, two staircases, seven bed rooms, two dressing, two bath rooms, and offices. Central heating, electric light, P.O. telephone.

Two garages for large cars. Heated glasshouses.

Delightful gardens, large kitchen garden, young fruit trees, chicken run and paddock; in all about 2½ acres.

Partly freehold and the remainder held on long lease at ground rent of £20 per annum.

WITH VACANT POSSESSION.

HAMPTON AND SONS will SELL the above by AUCTION, at the St. James' Estate Rooms, 20, St. James' Square, S.W.1, on TUESDAY, November 21st, at 2.30 o'clock (unless previously sold).

Solicitors, Messrs. Dixon and Hunt, 4, Verulam Buildings, Gray's Inn, W.C.1.

Illustrated particulars and conditions of sale may be obtained from the Auctioneers, 20, St. James' Square, S.W.1.



REDUCED PRICE, £4,250 FREEHOLD.

MIDDLESEX.

200 ft. up. Only nine miles from Town, yet close to most lovely country and golf courses. Good repair.

SOUNDLY BUILT AND COMFORTABLE RESIDENCE.

Containing nine bedrooms, dressing room, 2 baths, 2 reception, and a billiard room, halls, and complete offices.

Company's gas, water, electric light, central heating, and telephone.

Exceedingly good garage and glazed washing space. Tastefully laid-out gardens, and productive kitchen garden, in all over an acre.

HAMPTON AND SONS, 20, St. James' Square, S.W.1.

(M. 28,566.)



Must be Sold Quickly.

WARLINGHAM.

Close to the Golf Links.

£2,650

or less would be considered for the FREEHOLD of a very compact and well-appointed RESIDENCE on two floors only. Contains hall, three reception, 5 bedrooms, bath room, and offices. Garden of one acre. Tennis court and kitchen garden. Gas and water laid on.

EARLY POSSESSION.

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Telegrams: "Teamwork, Piccy,
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NORFOLK & PRIOR

131, REGENT STREET, W.1

Auctioneers and Surveyors,
Valuers,
Land and Estate Agents.

CHISLEHURST, KENT

Occupying one of the finest positions in the Home Counties, standing high on gravel soil and commanding magnificent views over lovely heavily wooded country to the Sevenoaks Weald and Ashdown Forest beyond. The advantages of country life may be enjoyed in full, whilst London may be reached in 30 minutes by a splendid main line train service.



THE RESIDENCE.

THE HANDSOME MODERN RESIDENCE

is in first-class order and beautifully appointed throughout.

OAK FLOORS. BEAMS AND PANELLING.

Lounge Hall, three reception and billiard room, fifteen bed and dressing rooms, two bathrooms.



LOUNGE HALL.



DRAWING ROOM.

CENTRAL HEATING. ELECTRIC LIGHT. MAIN WATER AND DRAINAGE STABLING. GARAGES. FARMERY.

Lovely grounds, tennis-courts, two paddocks; in all

FIVE-AND-A-HALF ACRES. FOR SALE.

Illustrated particulars from Sole Agents, NORFOLK & PRIOR, 131, Regent Street W.1. Inspected and recommended.

(1,240.)

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HARRODS LD.

Telegrams :
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AUCTIONEERS, ESTATE AGENTS & SURVEYORS

HARRODS ESTATE SALE ROOMS

62 & 64, BROMPTON ROAD, S.W.1
(OPPOSITE MAIN PREMISES)



SITUATE ON SPUR OF THE CHILTERN HILLS

Medium-sized Residence built in the Fifteenth Century style of architecture.

FOR SALE, FREEHOLD, £12,500.

Entrance corridor, reception hall, dining and drawing rooms, eight bed rooms, boudoir, and three excellently fitted bath rooms.

Features of the residence include wealth of oak beams, mullioned windows, open stone fireplaces, porte cochère, moulded oak-beamed ceilings, a special system of heating and ventilation, etc., etc.

ATTRACTIVE PLEASURE GROUNDS.
stone terraced walk, rose garden, large lawn, kitchen garden, etc.

FURTHER LAND UP TO
20 ACRES.

Must be inspected to be thoroughly appreciated.

Illustrated brochure of the Sole Agents:—

HARRODS, LTD., 62-64, Brompton Road, S.W.1.

SURREY AND SUSSEX BORDERS

LOW PRICE, £6,000.

Adjoining well-known Common. Excellent house. Every convenience.

Exceptionally attractive

FREEHOLD RESIDENCE

occupying a good position, convenient for station, post office, and shops.

Hall, three reception, nine bed rooms, dressing room, two bath rooms, and offices.

Electric light. Co.'s water and gas. Main drainage. Central heating. Telephone.

Lodge, garage, stabling, outbuildings.

Beautifully matured pleasure grounds, including tennis and croquet lawns, flower and rose garden, herbaceous borders, rockeries; productive kitchen garden with glasshouses; also Four Enclosures of excellent Meadowland; in all about

15 ACRES.

N.B.—Additional Land and a Pair of Capital Freehold Cottages can be had if desired. Inspected and strongly recommended by the Sole Agents,

HARRODS, LTD., 62-64, Brompton Road, S.W.1.



RURAL HERTS

45 minutes from town.

500 feet above sea-level in an undoubtedly beautiful and healthy district.

OLD-WORLD RESIDENCE

full of oak beams and other interesting features. Hall, two reception, study library, delightful billiard room (30 by 24), nine bed and dressing rooms, two bath rooms, and complete offices.

Garage. Fine old timbered barn and other useful outhouses.

Electric light. Co.'s water. Gas. Telephone.

MAGNIFICENTLY TIMBERED PLEASURE GROUNDS.

including a copper beech considered to be the finest in the county, tennis and croquet lawns, productive kitchen garden, orchard, and paddock, in all about

17 ACRES,

£8,500, FREEHOLD.

HARRODS, LTD., 62-64, Brompton Road, S.W.1.



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LONDON 293 REGENT
READING 221

NICHOLAS

4, ALBANY COURT YARD,
PICCADILLY, LONDON, W.1

TELEGRAMS:
"NICHENYER," PICCY LONDON

AND AT READING

SEVENOAKS

45 MINUTES FROM LONDON. IDEAL SITUATION, 650 FEET ABOVE SEA.
Three-quarters of a mile of old-world Country Town, $1\frac{1}{2}$ miles from a station in lovely wooded Country.



The above fine old

QUEEN ANNE AND GEORGIAN RESIDENCE

in beautifully timbered park for Sale. Contains 23 bed and dressing rooms, 6 bathrooms, a suite of magnificent entertaining rooms, including a finely panelled Billiard Room, lofty panelled Lounge Hall, and particularly fine Ball Room.

Excellent servants' quarters.

Electric light.

Central heating.

Telephone.

Lodge, garage and stabling. Lodge entrance and drive.

Broad spreading lawns extend to the South with ample space for a number of tennis courts and croquet ground. The finest azalea and rhododendron garden in the district. Two walled gardens with glass. Model Farm buildings and cottages and land, 173 acres, mostly grass, park or woodland.

The whole property is in perfect order and ready to step into.

Further particulars of MESSRS. NICHOLAS, 4, Albany Court Yard, Piccadilly, W.1.

THIS CHARMING OLD QUEEN ANNE HOUSE

situated $1\frac{1}{2}$ hours from London, within a few miles of the South Coast and good Golf Courses,

IS FOR SALE WITH 20 ACRES

It contains some wonderfully panelled rooms and particularly fine staircase. There are 3 reception-rooms and small study, 11 bedrooms and 2 bathrooms; excellent water supply; electric light throughout; stabling, garage, coachhouse and man's rooms. A good cottage is rented on lease.

Very pretty and well-timbered but inexpensive grounds, tennis court, flower garden, rock garden, pond and wild garden, kitchen garden, pasture, and a little woodland

ABOUT 20 ACRES IN ALL

Full particulars of MESSRS. NICHOLAS, 4, Albany Court Yard, Piccadilly, W.1, and at Reading.



LEITH HILL DISTRICT

Magnificently situated 550 feet up with glorious views.

FOR SALE, OR MIGHT BE LET UNFURNISHED,

(depicted on right) charming Modern Residence, in perfect country, built by the present owner for his own occupation, from designs of eminent architect, and containing the following accommodation:—

Hall, 2 reception, billiard, 10 bedrooms, 2 bathrooms, studio or playroom.

Company's water.

Stabling and garages with room over.

THE BEAUTIFULLY TIMBERED PLEASURE GROUNDS

are a feature of the property, and are delightfully laid out with tennis lawn, herbaceous borders, well-stocked fruit and vegetable garden, etc.; in all

4 ACRES.

(More land could be had.)

Strongly recommended by MESSRS. NICHOLAS.



ESTATE AGENTS
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MAPLE & CO. LTD.

TOTTENHAM COURT ROAD, LONDON, W.1
AND AT BRIGHTON & EASTBOURNE. Telephone: MUSEUM 7000

AUCTIONEERS
AND
SURVEYORS

SOLD

"CROSTHWAITE," ESHER, SURREY.
A FREEHOLD RESIDENCE; double garage, gardens, and land opposite.

SOLD

"DEANS CROFT," SOUTH DARENT, KENT.
MAPLE AND Co. have now SOLD this FREEHOLD RESIDENTIAL PROPERTY of 11 Acres, with Fine Modern House, lodge, garage, stables, etc.; together with all the furniture and effects.

SOLD

"THE OLD MILL HOUSE,"
HUNTON BRIDGE, KING'S LANGLEY, HERTS.
MAPLE AND Co. have now SOLD the Long LEASE of this Unique COUNTRY HOUSE, with its very fine gardens.

SOLD

"STAKE FARM," GODDEN GREEN, SEVENOAKS.
MAPLE AND Co. have now SOLD the Long LEASE of this lovely Old COUNTRY HOUSE and land.

SOLD

"OLORON," KNEBWORTH, HERTS.
MAPLE AND Co. have now SOLD this FREEHOLD RESIDENCE and gardens.

SOLD

"STANDWICK," LITTLE HEATH, POTTER'S BAR.
MAPLE AND Co. beg to announce they have SOLD this PROPERTY, and the same is withdrawn from the Auction on the 24th inst.—Auction Offices: Tottenham Court Road, W.1.



BETWEEN READING & WOKINGHAM

TO BE LET, UNFURNISHED, ON LEASE.

To include

COTTAGES AND LAND UPWARDS OF 100 ACRES

45 minutes' rail journey from London

Fine position. High. Excellent views.

THIS OLD GEORGIAN HOUSE

in splendid decorative and structural condition; all modern improvements; light, gas, water, etc.; new bathrooms, large reception and billiard rooms, ten twelve bedrooms; finely timbered grounds; good stables and garage; park-like meadowland and splendid buildings specially suitable for horses; lodge, cottages, etc.; in all, upwards of

100 ACRES

Rent £550 per annum, or the entire estate would be Sold.

Sole Agents, MAPLE AND CO., LTD.

Quite in the Country. Lovely Scenery.

NEWBURY AND ANDOVER

(between). 600 ft. up.

A CHARMING HOUSE, modernised and nicely decorated.

FIVE ACRES, WITH LONG DRIVE.

Fine lounge or billiard-room (oak beams), three sitting-rooms, four best bedrooms three secondary bedrooms or nurseries, and three bedrooms for maids, two bathrooms.

Stables, Garage, etc. Garden and Meadow.

PRICE, £4,250

Specially recommended and inspected by the Agents, MAPLE AND CO., LTD.
Tottenham Court Road, W.1.



SUSSEX

HAYWARDS HEATH DISTRICT.

TO BE SOLD

An old-fashioned FREEHOLD COUNTRY HOUSE, standing in park-like grounds, approached by carriage drive; accommodation:—Nine principal bed and dressing rooms, three maids' rooms, two bath rooms, five reception rooms; stabling, lodge, two cottages and private cottage, laundry.

Company's water, modern drainage, electric light, telephone.

Well-timbered gardens and grounds, large productive kitchen garden, two tennis courts, and croquet lawns, glasshouses, and park-like meadowlands.

TOTAL AREA ABOUT 46½ ACRES

Price and further details from the Agents, MAPLE AND CO., LTD., as above.



MAPLE & CO. LTD., VALUERS, SURVEYORS, AND AUCTIONEERS

3, MOUNT STREET,
LONDON, W.1.

RALPH PAY & TAYLOR

LAND AGENTS, AUCTIONEERS AND SURVEYORS.

Telephone:
Grosvenor 1032 & 1033.

SOLE
AGENTS

RURAL SUSSEX

Enchanting Old XVII Century Manor House

(On Two Floors only)



ARCHITECTURALLY PERFECT

All the necessities compatible with modern requirements are inostensibly absorbed whilst its mediæval atmosphere has been faithfully retained

*Galleried Lounge Hall with
beautiful waggon roof
Three Reception Rooms
Fifteen Bed & Dressing Rooms
Three Bathrooms*



*Garage Lodge
Fine Barn Stabling
Electric Light Central Heating
Radiators throughout
Company's Water & Telephone*



*The lovely Old Gardens are an unique
feature and include Lavender Garden,
Lily Pond and Fountain, also a fine old
Dutch Garden, the whole forming a
perfect OLD ENGLISH HOME OF
CHARACTER AND DISTINCTION
and extending in all to about
117 ACRES*

*N.B.—The Residence could be sold with a lesser
area if desired.*



Freehold for Sale upon Most Reasonable Terms. Further details of the Sole Agents,
Messrs. Ralph Pay & Taylor

RALPH PAY & TAYLOR, 3, MOUNT STREET, GROSVENOR SQUARE, W.1.

Telephone Nos.:
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" 2201

MABBETT & EDGE

LONDON

Telegrams:
"Mabedges, London."



A BARGAIN

BUCKS

27 MILES FROM LONDON.

560 FT. ABOVE SEA LEVEL.

ATTRACTIVE COUNTRY RESIDENCE

FOUR BEDROOMS.
COTTAGE.

BATHROOM.
OLD TITHE BARN.
CHARMING GROUNDS,

TWO RECEPTION ROOMS.
MODEL FARMBUILDINGS.

including tennis and other lawns, flower and kitchen gardens, ornamental walks, orchard, pasture; the whole extending to
22½ ACRES,
and forming a delightful and charming little property.

PRICE £4,500.

(14,031.)

AN ARCHITECTURAL GEM

KENT

Within Two Hours of Town

A GENTLEMAN'S XVIIth CENTURY BLACK AND WHITE FARM RESIDENCE

7 Bedrooms, Bath, 3 Reception Rooms. A Great Wealth of Old Oak.

FARM BUILDINGS. COTTAGE. GARAGE. PASTURE. ARABLE. WOODLAND AND ORCHARDS.

In all 155 ACRES.

£3,750 FREEHOLD.

SOLE AGENTS—MABBETT & EDGE.

(14,033)

HAMPSHIRE

500 FT. ABOVE SEA LEVEL.

UNIQUE ESTATE,
including

CHARMING PERIOD RESIDENCE

Ten Bedrooms, Three Bathrooms, Three Antique Oak Panelled Reception and Billiard Rooms.

ELECTRIC LIGHT. CENTRAL HEATING. TELEPHONE.

UNIQUE GARDENS AND GROUNDS.

Stabling, Garage, Farmery, etc.

15 TO 700 ACRES, ACCORDING TO REQUIREMENTS.

A BARGAIN FOR IMMEDIATE SALE.

(11,367)

SUSSEX

600 ft. above sea level.

AN UNIQUE MANOR HOUSE

Thirteen bed and dressing rooms, three bathrooms, four reception rooms and GENUINE OLD OAK-BEAMED AND PANELLED TUDOR LOUNGE HALL of great antiquity.

ELECTRIC LIGHT. CENTRAL HEATING. TELEPHONE.

Two cottages, garage, stabling, farmery.

PLEASURE GROUNDS OF EXQUISITE BEAUTY; two tennis and other lawns, fruit, flower and kitchen gardens, several water features; woodlands and pasture extending to about

55 ACRES.

A LOW FIGURE FOR IMMEDIATE SALE.

(14,016)

PINE DISTRICT

40 MINUTES FROM TOWN.

BEAUTIFULLY APPOINTED COUNTRY HOUSE
IN PERFECT ORDER.

Thirteen bedrooms. Very healthy situation.

BEAUTIFUL GROUNDS.

COTTAGES. STABLING. GARAGE.

ELECTRIC LIGHT AND ALL MODERN CONVENIENCES.

SEVEN ACRES.

(13,963)

MARLOW, BUCKS

CHARMING RIVERSIDE RESIDENCE.

EIGHT BEDROOMS, BATHROOM, THREE RECEPTION ROOMS.

ATTRACTIVE OLD-WORLD GARDENS. TENNIS COURT. STABLING.
GARAGE, LODGE.

COMPANIES' GAS AND WATER. TELEPHONE. ELECTRIC LIGHT.

In all,

5½ ACRES.

BARGAIN £5,500, FREEHOLD.

(13,933)

SURREY

40 MINUTES OF TOWN.

HIGH GROUND

MODERN
RESIDENCE OF CHARACTER

SEVEN BEDROOMS,
BATHROOM,
TWO RECEPTION ROOMS,
LOUNGE HALL.
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GARAGE FOR 3 CARS.

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450 up in favourite Limpsfield district.
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3 Acres Grounds.

WELL BUILT ATTRACTIVE HOUSE.

Rural Situation. Approached along private road. Magnificent Views.

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Ten Acres adjoining Fruit growing land available by arrangement if required.
Inspected and confidently recommended.

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UNIQUE POSITION ON SURREY HILLS.

Near Walton Heath Golf Club.

FAMILY RESIDENCE OF CHARACTER

Standing in 3 acres of beautiful terraced gardens and Woodland.

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TENNIS LAWN. GARAGE.

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House stands back from road and is about ten minutes' walk of station with excellent train service.

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The whole property in perfect condition and highly recommended.

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Central Heating, Electric Light, Telephone and Company's Water.

The skilfully planned accommodation, mostly on two floors, comprises about 20 bed and dressing-rooms, five bath-rooms, fine suite of reception rooms, spacious lounge and music saloon or billiard room, together with large garage, stabling, cottages, etc., etc.; exceptionally attractive pleasure grounds and kitchen gardens.

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FREEHOLD HIGHLAND ESTATE

Amidst the finest Highland scenery and embracing about

1,650 ACRES

comprising

THE DELIGHTFUL MODERN RESIDENCE

On the Banks of and overlooking Loch Lochy, with Private Pierhead.

Lounge hall, 3 reception and billiard rooms, 17 bed and dressing rooms, 2 bath rooms and complete offices.

Stabling. Garage.

Two long carriage drives with lodges. Beautifully timbered gardens and grounds.

Trout Fishing for 4½ miles in the River Gloy and also on the loch.

Grouse moor of 1,000 ACRES. Two Small Farms and excellent Sheep Pasturage.

In the main with Vacant Possession.

FOR SALE BY PRIVATE TREATY AT AN ABNORMAL BARGAIN PRICE FOR QUICK SALE.

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SMALL TUDOR MANOR HOUSE IN STONE

(Full of interesting Period features),

Nine bed, bath and three reception rooms.

Electric light, Telephone, Good water supply, etc., together with Superior Buildings and Cottages and over

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Nearly all rich grass, with some woodland, affording shooting, all in perfect order.
Close to good Town and Golf Links.

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Close to the favourite Limpfield Common and Golf Links.

To be SOLD, this exceptionally attractive RESIDENCE, containing lounge,
three reception rooms, ten bed and dressing and two bath rooms. Good offices.

Company's water, Lighting, etc.

Charmingly laid out Pleasure Grounds of nearly TWO ACRES.

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Exclusive Trout Fishing.
Golf Links close.

Stag and Fox Hunting.
Good Shooting.

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For SALE, a compact

ESTATE OF ABOUT 340 ACRES
(or would be divided)

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GEORGIAN MANOR HOUSE

Thirteen bed, two bath, and three reception rooms. Electric light; stabling,
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Farm House and good buildings; six cottages. Home farm of over 300 acres.
Mostly rich grass land, with orchards and nice woods holding a good head of game.
Trout stream running through centre of Estate affording good fishing.

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Under one hour of Town.

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To be SOLD, the most BEAUTIFUL RESIDENCE OF CHARACTER, erected
under the supervision of well-known architect, standing high, in Delightfully
Timbered Grounds, with lovely views. Lounge hall, three reception rooms, oak
beams and floors, eleven bed and dressing rooms, two bathrooms, and excellent offices.

Electric light, Gas, Telephone. Company's water, and every convenience.

Stabling, Garage, and three rooms over.

BEAUTIFULLY LAID-OUT PLEASURE GROUNDS.

with tennis and croquet lawns, rosery, Dutch garden, rhododendrons, azaleas, yew
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The property is in perfect order, and forms one of the most attractive houses in the
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REDUCED PRICE £8,500 FOR QUICK SALE.

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The one Stand allotted to us at Olympia is totally inadequate for our needs.

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It will be an exhibition of intense interest to every motorist and one of the most imposing arrays of cars ever seen under the roof of one company.

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A fleet of 'buses will be run by General Motors between Olympia and Thurloe Place every 15 minutes during the period of Olympia Exhibition (particulars at Stand No. 313). Prior to that, Brompton Road Tube Station is the nearest point of public conveyance.



at our Showrooms, THURLOE PLACE,
Close to Brompton Road Tube Station

9 a.m. to 10 p.m. daily—Oct. 27 to Nov. 11 inclusive

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STAND No. 305

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A range of 50 models
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Prices from £230-£2,000

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DAIMLER 6-CYLINDER CHASSIS								B.S.A. CHASSIS					
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H.P.	12	16	Short 21	21	Short 30	30	45	H.P.	Pop'lar 10	10	Short 11	11	12
PRICE	£550	£625	£750	£750	£850	£1,000	£1,275	PRICE	£200	£240	£325	£375	£450

If the Carriages shown on Stands Nos. 305 and 306 at Olympia do not meet your requirements, make an appointment with your Agent to inspect the range of cars on exhibition at our Wholesale Showrooms, Chapter Street House, Vauxhall Bridge Road

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Sole Distributors of B.S.A. Cars

Supreme
throughout
1923



For
Upper
Lubrication

The finest investment ever offered to the Public

After you have bought your first 32-ounce tin of Miracle Oil for 12/6 you may continue to buy and use Miracle Oil year by year and it will not cost you another shilling

BEWARE OF CHEAP IMITATIONS

Do not risk engine troubles with them. Why take chances, when Miracle Oil has already been Proved Beyond Doubt?

A bold statement, but a fact.

The Reason. By the time you have used your first tin you will have saved your original outlay of 12/6.

This 12/6 saved will buy you another tin, and this will keep on repeating itself.

This saving is effected by increased mileage:—

by decreased wear and tear in the great reduction of friction and heat in the most vital part of your engine.

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by greatly reduced expense—your engine needing to be decarbonised less frequently.

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by largely reduced upkeep cost.

In addition to the above you have the **superlative pleasure** of a sweet-running engine.

All this is the result of the Perfect Upper Lubrication obtained by the use of **Miracle Oil.**

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Add $\frac{1}{2}$ oz. to each gallon of fuel

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Sizes 3/6 6/6 12/6 Tins

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Price Reduced to 330 gns.

The Comfort Car of most astounding value!

THE
NEW

HANDS COUPÉ

STAND
No.

64

White City

which gained so signal a success by winning FIRST PRIZE in its class in the recent Midland Car Club Rally—and that, remember, on its first appearance in any such event—has just been reduced in price by 20 guineas. It was wonderful value before: it is simply astounding now. The other well-known models have also been reduced, the 4-seater to 280 gns., the 2-seater to 260 gns. Each, in its own class, is the finest car produced. Place your order at once. Deliveries will be given in rotation.

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496 Olympia—Sankey's Stand

Of all the host of interesting things to be seen at the "Motor Show," Olympia, Nov. 3 to 11, the Sankey Exhibits stand first for the motorist who values safety, wheel perfection, and high class workmanship in all motor parts.

VISIT STAND 496



Here is a list of the Sankey productions which will be on view.

30×3½ Spoked Wheel, bolt detachable type.

650×65 Single Disc Wheel.

26×3 Double Disc Wheel.

36×6 Wheel for giant pneumatic straight sided tyre.

32×4½ Spoked Wheel, for straight sided pneumatic tyre.

Sankey Warland Wheel.

Specimens of Chassis Frame Pressings. Wing Pressings.
Axle Case Pressings. Brake Drum Pressings and Step Bracket.

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—PERFECT SATISFACTION—**

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Stand No.

498

OLYMPIA

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There is no second quality Ferodo Linings. The quality we supply to car manufacturers is just the same as that which goes to the garage owner or private user—the very best which our long experience and our unique organisation can produce.

The whole of our large staff and up-to-date plant is devoted to the production of Friction Linings.

We give to our products 100% of our efforts, and we claim that they give the users 100% service.

Your safety demands your interest. When having your brakes re-lined or when deciding upon your new car, insist on Ferodo Friction Linings.

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*See the
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PIECE*

**FERODO
PATENT FABRIC
SPRING
INTERLEAVING
For Commercial
Vehicles**

Keeps springs permanently in good condition without gaiters or lubrication—keeps the leaves bright and clean, and reduces wear—considerably reduces bouncing and vibration—greatly improves comfort when riding over the worst roads, and permits increased speeds. Easily fitted, and when once fitted will last in good condition for years without any attention.

SEE THE WORKING MODEL

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Stand 178

PRICES OF 1923 CARS

Short Type Chassis

All-weather
£1,475

Saloon & Coupé
£1,450

Standard four-seater
£1,375

Sporting four-seater
£1,295

Two-seater
£1,275

Long Type Chassis

Double Saloon
(as illustrated)
£1,575

All-weather
£1,550

Landulette and
Limousine
£1,550

Saloon & Coupé
£1,520

Four-seater
£1,425

COMPLETE justification of the bold policy of Bentley Motors, Ltd., in pitting Three-Litre Bentleys, *absolutely standard in every respect*, against all other cars (many being specially built for racing purposes) is evidenced by their successes in the Tourist Trophy Race, the Double Twelve Hour Record and many other events during 1922. Private motorists are assured of chassis exactly similar to the above, each being guaranteed for five years, and guaranteed to run 25 miles per gallon of fuel at average of 30 m.p.h.

1923 Bentley Cars—New Long Wheelbase Model
Long Wheelbase Model, 10 feet 10 inches (Price £1,100)
Guaranteed speed 75 m.p.h.

Standard Model (Price £1,050) Guaranteed speed 80 m.p.h.
Tourist Trophy Sports Model (Price £1,050) Guaranteed speed 90 m.p.h.

The long wheelbase model is being marketed to meet the demand for a chassis which allows of a roomy enclosed four-seater body being fitted, as for example the four-doored Double Saloon illustrated below.

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White City

CHASSIS EQUIPMENT

Spare wheel—
Derihon absorbers—
Klaxon—Thermostat
—A.T. Speedometer
(driven direct) 4
Pirelli Cord tyres
—complete starting
and lighting equip-
ment—5 Lucas lamps
(wired through wing
stays)—set black
luminous instru-
ments—Ammeter—
double silencer with
cut-out—tool kit,
pump, jack, oil gun
and other spares
—spring gaiters.



Scottish Agents:—The D.R. Engineering Co., Ltd., 113 George Street, EDINBURGH.

Misani

The Motor-Owner, November, 1922

The Car that is more than a Light-car

ENFIELD-ALLDAY

"The Car that is different"

REDUCED PRICES

10·20 h.p. Four Seater	£450
10·20 h.p. Two Seater	£445
10·30 h.p. Sports	£475
12 h.p. Four-Five Seater	£450
12 h.p. Two Seater	£445
12 h.p. Saloon	£695
12 h.p. Limousine Coupé	£650
12 h.p. All-Weather Four-five Seater with patent Head	£595
12 h.p. Folding Coupé	£575
12 h.p. Landaulette	£650

*Catalogues and full particulars from
ENFIELD-ALLDAY MOTORS, LTD.
SMALL HEATH, BIRMINGHAM*

*Immediate Deliveries of 10
h.p. Models can be effected.*

IN every essential feature of modern car design the Enfield-Allday is much more than a light-car. In design, construction, power, equipment, and reliability it compares with cars of higher rating and higher cost.

IT is this "little more" that makes the Enfield-Allday so desirable a car. Costing no more than an ordinary light-car, both to buy and run, it has that extra reserve of power, superior coachwork and little refinements that make "all the difference" to an owner-driver's full enjoyment of his car.

DURING 1922 the Enfield-Allday has won many premier awards for beauty of design in Club Rallies, and in Speed Trials two noteworthy achievements stand out to its credit, notably in the 200 Miles Race at Brooklands a Standard Sports Model finished fourth, winning a Gold Medal and averaging a speed of 76·86 m.p.h., and again in the Isle of Man 1500 c.c. Race it was the only All-British Car to finish.

The 12 h.p. Model introduced for 1923, deliveries of which will commence in January, is a still further advance in design and value. With a Four Speed Gear Box, increased wheelbase and track, re-designed dashboard and special all-weather features it is a car worth waiting for.



"The Car that is different"

SEE THESE MODELS AT
STAND **292** OLYMPIA

1923
AGENCIES
will be allotted
at the Show

Have you seen the new Hillman ?



1923 MODELS

11 h.p.	HILLMAN ALL-WEATHER TWO-SEATER	£430
11 h.p.	HILLMAN ALL-WEATHER FOUR-SEATER	£450
11 h.p.	HILLMAN COUPE TWO-SEATER	£495
11 h.p.	HILLMAN COUPE FOUR-SEATER	£530

Specification and full particulars from

THE HILLMAN MOTOR CAR CO., LTD., COVENTRY

The Guaranteed Car

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For your Waterproof
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Elvery's (Estab. 1850) hold the finest stock of REAL Waterproofs and the most moderate in price.

WATERPROOFS in Silks and Satin (Feather-weight). Can be carried in the envelope case supplied, convenient for the motor. Only 4 guineas

LEATHER COATS a nice choice always awaits selection.

GENT'S SECTION Waterproofs in all weights for all purposes from 3 to 5 guineas

Established 1850
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(One door from New Bond St.)
And at Elephant House, Dublin
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ELVERY'S Waterproofs have stood the test of years

A new 8 day Motor Clock



SUPPLIED in a solid Nickel case, and made to fit flush into the dashboard.

The diameter of the clock is 3 inches. The front is hinged, and easily opened for winding and other purposes. It is a reliable time-keeper, and carries the Goldsmiths and Silversmiths Company's usual guarantee.

£3.7.6

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HERE YOU WILL BE ABLE TO SEE THE

Lagonda



Coupé with double dickey, or 4-seater All-weather Model, C.A.V. starting and lighting set, 5 lamps, horn, clock, speedometer, spring gaiters, spare wheel and tyre, and tools

350 Gns.



Open 2-seater "K" Model, with double dickey seat, C.A.V. starting and lighting set, horn, clock, speedometer, one man hood and side curtains, hood cover, spare wheel and tyre, and tools **280 Gns.** or without self-starter, dickey seat and clock **265 Gns.**

WE invite you to make an honest inspection, feeling certain that you will consider the Lagonda worthy of the high praise always bestowed upon it, and from every point of view easily the finest value to be found among light cars. We consider quality before price, but even so, we feel that we can justly claim that the Lagonda is remarkably inexpensive both to buy and to run.

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The CLASSIC CALCOTT

10.5 h.p. Two Seater	...	£325
11.9 h.p. Two Seater	...	£425
13.9 h.p. Two Seater	...	£450
13.9 h.p. Four Seater	...	£475
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13.9 h.p. Saloon	...	£575
13.9 h.p. All-Weather Four Seater		£575

Numerous demands for a Calcott Car of larger dimensions and horse-power have led to the introduction of the 13.9 h.p. Model. This new power unit has passed the severest tests on bench and road and will more than uphold the Calcott tradition for power and reliability.

Illustrated particulars from
CALCOTT BROS., LTD.,
COVENTRY.

Established 1885.

Olympia



Stand No. 277

You must make a special point
of seeing these New Models

VULCAN

12 h.p. Four-Seater Touring Car

Upholstered in real Leather; adjustable driving seat; double windscreen; one-man hood and all-weather curtains; steel spoked detachable wheels, fitted with 30 x 3½ in. straight sided cord tyres; electric lighting and starting set £395



12 h.p. Four-Seater Touring Car

VULCAN

12 h.p. All-weather Car

To seat four. Fitted with Gwynne Head; two extra wide doors; large adjustable frameless windows running in felt channels; V-shaped adjustable windscreen; separate bucket seats in front—driver's seat adjustable £545



12 h.p. All-Weather Car

VULCAN

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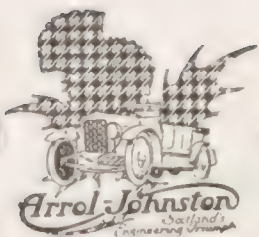
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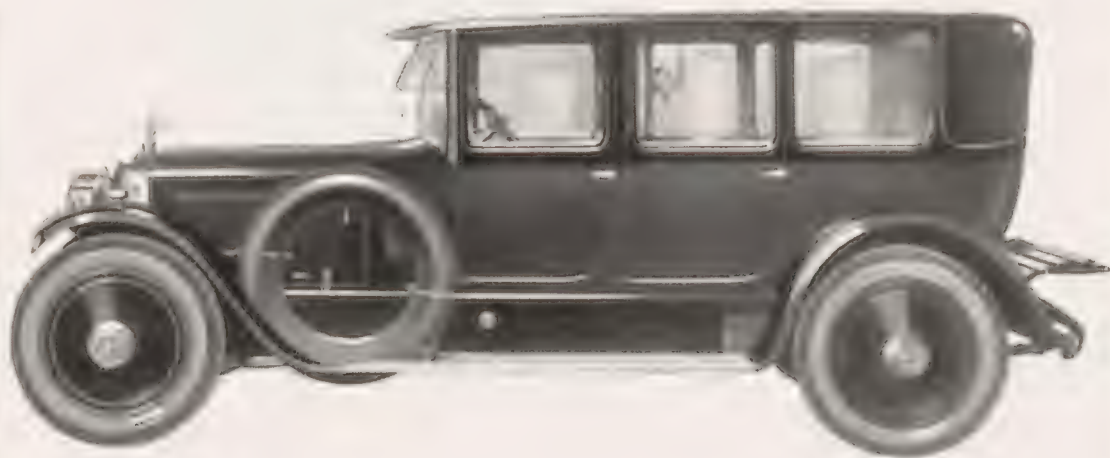
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THE MOTOR-OWNER

NOVEMBER
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VOL. IV
NO. 42

C O N T E N T S

	PAGES
FROM MOUNTAIN TRAIL TO MOTOR ROAD (<i>Frontispiece</i>)..	2
AFTER DUE REFLECTION	3
BUY! BUY! BUY! By Capt E. de Normanville ..	4
A ONE HORSE POWER SINGLE-SEATER	5
HOW TO BRIGHTEN BROOKLANDS	6, 7
AN UNREFLECTED REFLECTION	8
A FEATHERED FOIL FOR A FAIR FACE	9
THE EXHIBITION OF INTERNATIONAL MOTORISTS. By Capt. P. A. Barron	10, 11
OWEN JOHN LLEWELLYN ON MATTERS MOTORING ..	12, 13
IN RUINED AQUINCUM. By Philip Macleod ..	14-16
MOTORS THAT ARE WORKS OF ART: A VISIT TO MILAN, WHERE NEW MASTERPIECES ARE MADE IN THE LAND OF THE OLD MASTERS	
COLONEL SIR BEVEL HOTSPARK VISITS THE MOTOR SHOW	17-24
THE MENTALITY OF PASSENGERS. By W. Harold Johnson	25
WHEN IS A GOLF COURSE NOT A GOLF COURSE?..	26
WIRELESS AS AN ADJUNCT TO MOTORING	27, 30
WHAT ARE THE WIRELESS WAVES SAYING?	28, 29
OH, BY THE WAY—THAT GADGET!— <i>Supplement to "The Motor-Owner."</i>	

	PAGES
FITS AND MISFITS. By Fred. Gillett	31, 32
MATTERS OF FEMININE MOMENT	33
AN IDYLL OF THE IDEAL IN FEMININITY	34
AUTUMN FASHION IS JOYOUS	35
PROMINENT PERSONALITIES PILLORIED. By R. Moon ..	36, 37
THE ARTISTRY OF COACHWORK	38-40
IN THE GOOD OLD DAYS	41
THE LITTLE MORE—AND HOW MUCH IT IS	42
THE STANDARDISATION OF GOLFING IMPLEMENTS. By Charles Ambrose	43, 44
INLAND GOLF AT ITS BEST	45-48
YOU AND YOUR TOOTH	49
WANDERINGS IN LITTLE-KNOWN TUNISIA: Lady Dorothy Mills, the Author of <i>The Tent of Blue</i> , chats with Mr. Clive Holland upon her travels and the possibilities of Tunisia as a touring ground for motorists	50-52
A SHORT CUT WHEN PAINTING A CAR. By R. T. Nicholson.. .. .	53-54
DO YOU WANT A NICE ESTATE, SIR?	55
CAR FACTS CANNED	56
BROADCASTING BUSINESS BREVITIES	57

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The Editor will be pleased to consider contributions of special interest to the car owner, provided they are of high quality and in every way suitable to the magazine. Short illustrated articles are preferred, dealing with any aspect of private motoring, either as regards touring or the home management of the car. First-class snapshots of roadside scenes or incidents are particularly desired. All photographs and sketches should be fully titled on the backs and bear the name and address of the sender.

Contributions should be addressed to the Editor of "The Motor-Owner," 10, Henrietta Street, W.C.2, and should be accompanied by a stamped, addressed envelope. While every effort will be made to return them if unsuitable, the Editor cannot hold himself responsible in case of loss or damage.

FROM MOUNTAIN TRAIL TO MOTOR ROAD.

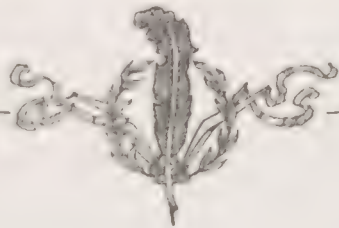


THE new road from Banff, B.C., to Windermere, 80 miles long and passing through the most wonderful mountain scenery in the world, is nearing completion, and it is hoped that it will be ready to be opened officially by Lord Byng next spring.

"GENTLEMEN--WE GIVE YOU THE TOAST OF THE SHOW."

AFTER DUE REFLECTION.

"The Motor-Owner" considers Passing Events with an Open Mind.



GENTLEMEN,—The Show! That is the obvious toast of the moment—but it may be supplemented with more far-reaching addenda. The Show—as a spectacle, is fine—as a spectacle. But in these hard days of commercial life, one wants something more than a mere spectacle. We want not merely a spectacle, but an incentive to trade revival. Fervently and sincerely do we believe that this year the Motor Industry is supplying the two desiderata. On the one hand you have a spectacle more enticing and intriguing than heretofore, and on the other hand you have presented before your eyes a keener incentive to a sharp—and lasting—revival of motor trade activity than ever before. The last named fact is the one of prime importance. Gladly do we admit that the spectacle—as a spectacle—is desirable and useful—as a spectacle. But the real intrinsic worth of the Exhibition lies in the value of the spectacle as (bluntly) a "Business Getter."

Well, we make no qualifications about the 1922 Motor Show as a "Business Getter." The values offered are, in many cases, frankly astonishing. Even when we entirely eliminate the changed purchasing value of the pound sterling, we find that prices are literally lower than pre-war days. Away beyond that, we have then to consider the actual intrinsic values—by comparison with pre-war standards. Here again we find everything in favour of the purchaser. The car is a better all-round job; it is more usefully equipped (the self-starter and electric lighting were by no means universal in pre-war days); and the coachwork and general finish are superior, and you have better economy.

Where does all this lead one? Unless there is something egregiously wrong with our powers of deductive perspicuity, it can lead to only one conclusion. This Motor Show is a Business Getter. And that is precisely what we all want. Therefore—again—Gentlemen,—The Show!

In this issue of THE MOTOR-OWNER there are several particularly interesting features. In the first place there is a supplement dealing solely with accessories—those innumerable minor items which mean so much to the comfort, reliability and charm of motoring. Then there is a detailed account of the famous Italian car, the Bianchi, illustrated in colours. We deal again with the suggested alteration to Brooklands, for a road-racing car event—pages 6 and 7. If you want a show smile, you will find it a-plenty on pages 10 and 11. If you like a really interesting historical article, turn to the story of Ruined Aquincum on page 14. Golf enthusiasts are, as usual, provided with a full feast. Then we have an amusing couple of pages of caricatures of leading people in the motor industry. They are really all excellent folk, most deserving in every way, and the Editor disclaims responsibility for the spectacles through which his excellent caricaturist has seen them. There is also a problem picture by Dana Gibson, to find a title for which should intrigue you.

OVERHEAD VALVES.

We protest against the prevalence of "fashion" in the design of motor cars. There seems to be too great a tendency to "follow my leader" in questions of design, when the controlling factor should be suitability for the particular job concerned. Fashion is bad enough when it makes a woman adopt a figure which is at cross purposes with that assigned to her by Nature. When it comes to control the design of motor cars it is Mechanical Madness. The too free adoption of overhead valves is a case in point. Their known suitability for certain purposes and in certain engines does not argue that they are suitable for every engine. The mere fact that their adoption ensures maximum efficiency is, in many cases, a strong argument for their non-adoption. In the less expensive types of car we contend that reliability and economy should take precedence over the attainment of maximum efficiency.

THE FUTURE.

It is not without interest to try to visualise the immediate future of motoring development in this country. For our part, we are infused with a stronger measure of optimism than we have considered warranted since the bad days of the dawn of the slump. Admittedly there are still a number of disquieting factors in the situation; but taking a broad outlook on the coming season, we incline to the opinion that there will be a material pick-up in industrial activity. Whilst politics have obviously no place in this journal, we hope that in so far as they directly concern motor matters, the future should be hopeful. A strong case has been made out for a return to taxation on petrol, and it is conceivable that this boon may prove possible to the mind legislative. Unfortunately, the ideal of complete unity has not been achieved, though we have got nearer to it in this case than ever before. We rather fear that those outside the general viewpoint, are (naturally enough) more obsessed with their own particular needs than the general welfare. Legislation should always be governed by the ideal of the greatest good for the greatest number.

The existing prices of motor cars call for comment. Whilst everyone is exulting in their remarkably low status, there may be a skeleton in the cupboard. We are doubtful whether some of the low prices now obtaining can be adhered to for the coming season as an economically practicable proposition. It would rather seem as though the next few months will witness a rise again in certain cases. Now, therefore, is the time to buy.

Another factor which should have an important bearing on the future is the correlative reduction which is taking place all round in regard to running and maintenance expenses. We are already getting accustomed to the splendid reductions in petrol and tyres—but we should not forget them. Another point is the remarkable improvement in the wear of tyres.

ARE PRICES GOING UP AGAIN?

BUY! BUY! BUY!

By Captain E. de Normanville.

Will there be any further price reductions? To make use of the vernacular, Capt. de Normanville says, "I don't think!" On the contrary, he warns you that in many cases there is likely to be a rise before long, so that now is the time to buy.

SUPERFICIALLY it does not matter very much to you or me whether a car manufacturer makes any money from the sale of his car or not. At first sight our concern seems to be limited by the desiderata which we personally require to be fulfilled—a really good car for the minimum possible outlay. So far as it goes, that viewpoint is quite sound. I would submit, however, that it does not go quite far enough under the present circumstances. I think that the conditions now obtaining in the motor-car market are such as to warrant you and me sitting up and taking notice. Let us look round and take cognisance of some of these facts. They are there, staring us in the face, and it is my suggestion that it is mutually advantageous to analyse them.

What do we see all around us? Prices have been tumbling down like the proverbial house of cards. So much the better, you will say; and for the moment I will agree with you. But let us take a step further in our deliberations. Have you stopped to analyse what is at the back of all this? Have you noticed that some firms who have recently published balance-sheets showing heavy losses are coolly clipping off £50 here and £100 there from the prices of their cars? Have you stopped to think why? Or do you merely think "so much the better"—and leave it at that?

Of course we know that there have been valuable reductions in the cost of raw materials and in the rate of wages. But, believe me, these reductions fall very far short of rendering many of these new prices economically sound. And, believe me further, many

of them are *not* economically sound. Why, then, have they come into being?

In many cases there is but one answer. The existing state of affairs in a section of the motor industry is very much akin to the autumn sales in dresses or millinery—and, I presume, the attendant etceteras! I understand that our very good friends "the ladies" can go to these social functions and, with the use of reasonable discretion, can obtain costumes and so forth at prices literally and materially less than the actual cost of production. That is very gratifying to the ladies, and also to us mere male mortals who have to foot the bills. But that delectable Arcadian bliss lasts for only a very short time. It passes quickly, and once again prices for the new models go up to economically sound figures—so economically sound that they cover the losses made in the sales period. This state of affairs is satisfactory all round. Madam obtains her bargain, and in due course Mr. Retailer recoups himself by higher prices.

But it is instructive to inquire why

sales obtain. There is only one real reason. Mr. Retailer has an accumulation of solid assets which he desires to liquidate at a time when there is no particular urgency for purchasers to buy. Consequently he provides the urgency by reducing prices, and thereby offering a tempting bait which he knows is irresistible to the mind feminine. But good my lady has to seize the opportunity whilst it lasts, or else she finds the price up again.

It is my contention that precisely similar conditions are now obtaining in regard to many of the present-day prices of motor cars. I am quite satisfied that I could quote you a number of instances in which those prices are not economically practicable. What, then, is behind that state of affairs? It must surely be reasonable to deduce that the manufacturer is desirous of liquidating some of his manufactured products. For reasons which do not concern us, he wants to turn cars and car parts into money, and do it quickly. He, therefore, offers you the tempting bait of exceptionally

low prices, and you will be unwise not to grasp the opportunity offered. There are some people who wonder whether there will be a further fall in prices after the Show. The boot is far more likely to be on the other foot. In several cases I can foresee that a rise is far more likely to occur than a reduction. Therefore I say that now is the acceptable time to buy. Seize the opportunity whilst it exists, as in many cases the values at present offered are wholly remarkable, and under existing circumstances cannot remain in force for very long. Hence the title of this article—Buy! buy! buy!



EACH successive Olympia shows further Citroën progress, and M. André Citroën's decision to fit English-built bodies to the famous chassis is by far the most important step he has yet taken. The above elegant and comfortable four-seater Citroën is very pleasing.

A ONE HORSE POWER SINGLE-SEATER!



The lower picture is a companion to the frontispiece in this issue, and is another remarkable photograph of the new motor road from Banff, B.C., to Windermere. The work is being undertaken by the Dominion Government, and the road passes through virgin pine forests and mountain gorges. It is considered one of the most remarkable engineering feats of the present day. The upper picture shows the old Indian Travois still in use—a



form of conveyance recalling poignant memories of casualties in the East during the war, when in certain areas this method of transporting casualties was frequently employed. One would imagine that the jolting was terrible, but on sandy surfaces it is not really so terrible as might be imagined. The mental contrast between the Indian Travois and the coming motor route is particularly intriguing.

WHAT THE RACING CRACKS THINK.

The suggestion put forward in the September issue of THE MOTOR-OWNER for altering Brooklands Track for more spectacular and useful races for one to three litre road-racing cars has created an extraordinary amount of interest. We now offer a further selection of the opinions expressed.

THE views so far expressed in relation to this proposition have been so strongly favourable, that we gladly give first place on this occasion to an opposing opinion.

SIR,—I have carefully read the various notes in your issue of September, with reference to the suggestion for a different type of race at Brooklands, which I hereby welcome.

I had the pleasure to organise the first long-distance race ever held in England, namely, the first 200 Miles Race on Brooklands, so I feel I can speak with a little confidence of the track.

The great bugbear to the scheme suggested, however, is the wear and tear on tyres in endeavouring to maintain the high speed combined with sudden braking *on cement*. It is not necessarily the speed of the cars that would be tested, but rather introducing a "foxy" element, whereby a level-headed driver in a reasonably fast car stands an equally good chance against a much faster car, but with a driver more inclined to take risks.

Few corners in road races call for a complete 180 degrees turn, and to negotiate this at safety the cars would have to drop down to a very low speed by comparison with a normal cornering speed.

Yours faithfully,
HUGH P. McCONNELL.

Messrs. Clifford Finch and H. R. Godfrey, of G.N. fame, agree with the suggestion enthusiastically and seriously.

SIR,—We like the idea—which is an extremely good one—immensely, and you can rely on our being in the first of such races.

We think some qualifying races should be run beforehand, however; for we don't want any unnecessary accidents. We mean that entrants should not make the actual race their first attempt.

Regarding the "no passing" sec-

tion, we think you might make this a rule only on approaching the first bend, for after that there's not the slightest danger, the second being quite an easy matter. As you say, there are many greater dangers in the road races.

We agree with you, Brooklands needs bucking up and getting greater public interest. It has often been in our minds that if someone was to build a track in another part of the country, with better public view, Brooklands would simply fade away.

Yours faithfully,
H. R. GODFREY AND CLIFFORD FINCH.

Mr. T. Gillett does not think there is any real danger in the suggestion—nor do we!

SIR,—The alteration is quite practicable, and it would certainly add greater interest from the spectator's point of view.

It would be a good thing for cars and drivers because it would entail greater use of gear-boxes and brakes. Consequently it would show efficiency or otherwise in those matters, at the same time calling for greater driving skill.

Really I don't think there'd be any danger. It is quite unlikely to my mind, but I think such a race ought to be limited regarding horsepower.

Yours faithfully,
T. GILLETT.

Mr. X. agrees that the tameness of cars chasing round and round during long distance races gets very boring.

SIR,—I consider the suggestion very excellent and quite practicable, and thoroughly agree that the tameness of watching cars chase round and round gets very boring at these long meetings.

Yours faithfully,
"DASH."

Does Dr. Low overlook the fact that the very heavy braking in ordinary races, on very heavy cars, has *not* the effect he fears with much lighter vehicles?

SIR,—I have been very pleased to read the very interesting suggestion made in THE MOTOR-OWNER concerning improvement at Brooklands.

I have always thought that Brooklands was one of the most delightful places in England, but I must admit it suffers in the minds of the general public from the fact that it was constructed when motor cars were not capable of their present-day performances.

Nothing, of course, can equal the ordinary road race, where the sporting element is so interesting, but the very incidents which go to make up the excitement of a road race seriously militate against the developing value.

Concrete is a substance, particularly when laid down somewhat roughly, which is very susceptible to surface damage, and I cannot help thinking that if the suggestion were to be adopted the cornering would become of a somewhat lurid nature not only from the point of view of the spectators, but from that of the track owners.

If replacement and repairs can be conducted at pits which are well in view of the public during the progress of a long race there is a considerable amount of interest, but unless high speeds can be maintained in a small track, and this would not be permitted by your suggestion, the sporting and racing public will not as yet consider motor racing as a serious rival to the Derby.

From the point of view of advantage, it must be admitted that the novelty of the suggestion would certainly ensure interest.

The fact that engines would be called upon to respond to rather different conditions, and that gear-boxes would be used more strenuously, would certainly prove beneficial, and if the cars were required to cover ordinary laps as well, I am myself of opinion that this innovation might produce progress in design and in this manner do very visible good to the owner-driver.

Yours faithfully, A. M. Low.

HOW TO BRIGHTEN BROOKLANDS.



THE artist has taken a little liberty with a photograph of Brooklands track so as to indicate the more interesting and useful nature of the alteration proposed—for road racing cars only, of course.

AN UNREFLECTED REFLECTION.



LADY DERAMORE, the elder daughter of Colonel Philip Saltmarshe, late R.A., of Saltmarshe, Yorks. In 1907 she married Lord Deramore as his second wife. The photograph was taken at Heslington Hall, Yorks, by Miss Compton Collier.

A FEATHERED FOIL FOR A FAIR FACE.



MISS CHLOE PRESTON, the daughter of Mr. and Mrs. H. E. Preston, and a granddaughter of the late Dr. William Thomson, a former Archbishop of York. The photograph was taken at Moreby Park, York, by Miss Compton Collier.

THE EXHIBITION OF INTERNATIONAL MOTORISTS.

Some Humours of "The Show."

By Captain P. A. Barron.

ONE more of the dear old Motor Shows! I wonder how many of them I have seen.

My catalogue tells me that it is the sixteenth of the present series, so, counting the blank years of the war, it is evident that quite a lot of petrol must have run through the carburettors of the world since the motor manufacturers of comparatively early days had the pluck to face their customers.

I do not remember that any free samples were given away, but the old Shows were very pleasant functions. Most exhibitors had little sanctums filled with the aroma of good cigars and choice refreshments which produced many smiles per gallon.

Those days are long past. People now go to the Show for purely business purposes. They go because they hope to raise some money by swopping an ancient sixty horse-power model, tax paid, for a modern "ten" or "fifteen," and they leave without hope but, probably, with a receipt for a deposit which they have paid to a very charming and enthusiastic young demonstrator.

I do not know why everybody calls it the "Show," for officially its name is The International Motor Exhibition. Actually, it is far more interesting when it is regarded as an Exhibition of International Motorists, for in no place on earth can we study our kind in such favourable circumstances.

Truly, it is Vanity Fair. It attracts people of all classes and of no class. The old rich and the newly rich, the profiteers and their victims who know more about tears than profits, marquises and mechanics, the drivers and the driven, the makers of laws and breakers of laws—you will find them all at Olympia.

In this amazing Vanity Fair the people I most admire are the demonstrators. My sympathies have been with them since a certain day, long, long ago, when I demonstrated for nearly an hour. It happened in this way. There was a car manufacturer

with whom I was anxious to be friendly with a view to effecting an exchange of vehicles. I wanted him to take a last year's model as a *quid pro quo*, and I did not desire that there should be too much emphasis on the *quid* in the transaction.

He had passed a harassing day, for people in those times asked foolish questions, and many were entirely unable to understand why a small horseless carriage should require the power of twenty horses. Towards evening my manufacturer friend became too hoarse for further explanations and left the stand to obtain a voice lozenge, he said. He asked me to keep prospective purchasers amused until he returned.

Thinking that by exercising the tact for which I am noted I might further my plans for acquiring a car on the easy non-payment system, I consented.

At first the task seemed quite easy, for a number of rather horsey-looking young men assembled and explained the car to one another. By listening I learned quite a lot about it. I remember, for example, that one told his companions that the gear lever was used for pumping water into the tubular radiator in which the steam was generated. This gave me courage, for it was evident that others knew less about this particular car than I did myself, and it appeared to be a simple matter to explain mechanical details to a non-technical audience.

If only the proprietor of the stand had been content with one voice lozenge, all would have been well, and I could have explained that, although I had not sold a car, many people had been interested by the things I told them. This would have been true. Some of them seemed to be quite dazed.

Unfortunately, there was a Frenchman who listened intently. He was a violent man with aggressive hair, worn *en brosse*, and he had the most expressive hands I ever saw. He asked a question about the *boîte des vitesses* and became extraordinarily voluble when I

said that a speedometer was not included in the price. My limited knowledge of technical French had led me to believe that a "box of quicknesses" might be his description of that instrument. Luckily, I did not understand all he said, but I gathered that in his opinion the English knew very little about automobilism, and quite a crowd assembled before the proprietor of the stand returned and relieved me from duty.

I never got that car.

It seems to me that at the present time the task of the demonstrator is even harder than it was then. In former times a great many people knew absolutely nothing about cars, but now many thousands know a great deal more about them than the designers—at least so it would appear.

Many young men visit the Show not to gather information, but in order to display their knowledge. They will walk up to a stand, jostle possible customers, and proceed to criticise the exhibits. The style of their conversation is something like this:—

"... always feel suspicious of these poshed up chassis" (pronounced chase-sis); "only slicked up to catch the mugs. . . . Hopelessly out of date. . . . These people couldn't design springs for a baked potato barrow. . . . Weight distribution miles out, too. . . . Wouldn't hold the road at over thirty, and probably skids like blazes. . . . Regular death trap."

If a quiet middle-aged lady and gentleman are examining the car with a view to purchasing, the critic continues:—

"Standard body looks like a hearse. Ought to call it the K.G.E.—short for Kensal Green Express. . . . Too much glass. . . . Cut you all to flinders in a crash. . . . Insurance policy given away with each car—jolly well think so! Good present for a rich aunt, if you were in her will. . . ."

And so on.

It often surprises me that so few people are murdered at the Show. I cannot remember any really pictur-

"NATURE HATH FRAMED STRANGE FELLOWS IN HER TIME."—(SHAKESPEARE.)

esque crime, but it would not astonish me at any time to hear that one of the mild-mannered and polite demonstrators had run amuck and demonstrated the tensile strength of, say, a specimen crankshaft by trying to bend it on the head of a critic.

Even possible customers may be trying. I have watched some of them passing from stand to stand, and have heard them asking questions that would convert the average humanitarian prohibitionist into an alcoholised homicide. Such people are quite capable of asking a demonstrator to explain the theory of the vacuum feed system, and, after listening for twenty minutes, will say that it does not seem to be a real improvement on the old thermo-syphon and fan method.

They will ask, quite seriously, if straight line drive gives better control than a well-raked steering column, and I once heard of a nice old gentleman who wanted to see one of the new cars with brakes on all four cylinders. Such folk have a knack of coining technical Malapropisms. They are quite capable of speaking of an epigrammatic gearbox, and of describing a car with "dual pre-ignition by the magneto, battery, and differential systems."

It is sometimes thought that women ask silly questions at the Show, but this is really a libel by the sex which is always unfair. Eighty per cent. of the lady visitors mistrust their technical knowledge, and therefore escape pitfalls; the remaining 20 per cent. appear to have quite as keen insight into practical details as the average male motorist. The demonstrator who assumes an air of condescending su-

periority when talking to one of these ladies may be severely snubbed.

One extremely handsome young woman to whom a beautifully tailored demonstrator was trying to talk in a fascinating manner about colour schemes and upholstery, with the idea that he was keeping the conversation down to her level, was disconcerted when she smiled brightly and said: "I drove four of your ambulance buses in Flanders, and I was wondering if your people have found out yet how to make a detachable wheel that can be taken off without a sledgehammer and a crowbar. I see they haven't."

Yes, demonstrators have to be very careful nowadays.

At this wonderful Exhibition of International Motorists you will always find the fairest examples of English girlhood gathered about the smaller

cars. I do not know if there is any relation between the two facts, but it is equally true that the demonstrators on the stands where the little two-seaters are staged are usually extraordinarily attractive types of manly beauty. One must look elsewhere for Beavers and Walruses; the small cars are usually in the care of clean-shaven, athletic youths who, when the motor trade is dull, probably become film heroes.

An Australian lady wrote to a newspaper recently about the good looks of London men. She thinks they are the handsomest in the world. I have no doubt that she is a good judge, and since reading her article I have often wondered if we have ever met. But for the cause of justice, before she writes about Londoners again she ought to see some of the exhibits at Olympia and the White City.

They come from all parts of England, and it is possible that some are Scots. The Irish ones are, I believe, busy during the present shooting season at home. At any rate, she can rely upon seeing beaux from Brum. — I refrain from the obvious pun on Beau Brummell — Admirable Crichtons from Coventry, and manly Chesterfields from Manchester — again I scorn the laboured pun. They are all, beautifully barbered, manicured and upholstered.

I have often wondered how the big motor firms select their demonstrators. Are they picked from the sons of directors, or are they naturally selected by the votes of the women members of the various staffs? No other trade in the world has such representatives, and I do hope the Australian lady will go to see them.



Many young men visit the Show not to gather information, but in order to display their knowledge. They will walk up to a stand, jostle possible customers, and proceed to criticise the exhibits.

WELL, REALLY, MADAM—YOU DO SURPRISE ME!

M Y D E A R U N C L E .

This is a happy medley of matters motoring—and, on occasion, otherwise—from the versatile pen and in the currente calamo style of Mr. Owen John Llewellyn. The Editor hopes that the anecdote which has called forth the top line of this page will not unduly shock you!

MY DEAR UNCLE,—When I began my last letter to you with the remark that I intended to rouse the demon of unrest in your bosom, I do not appear to have got very far in the process. Well, you must not blame me, for just at this exact time of the year, the “dead hollow bottom of all the circling months,” as the poet puts it, what is going on in the motor world is enough to make us all jealous, though I dare say there is not nearly so much cause for it as you may imagine from the advertisement columns.

Motor advertising has reached a very high pitch and, likewise, works in a mysterious way. It set a fashion—once upon a time it almost had the world to itself in the particular way it was done—now, even the people who sell ladies’ under-garments have followed suit, and very little of anything seems hid from the light of the public gaze. Camera folk—as they should be—are second to none in the game; manufacturers of electric light gadgets, shaving soaps and beauty specialists are all well in the running, but somehow the dear old motor people still get the best, for as all the world goes *en auto*, or wants to, ordinary conversation almost everywhere that matters is as much about cars as it is about Lloyd George or racing or Bolshevism or the price of drinks put together.

Wonderful thing, the motor movement, and most disturbing; even as I write this I have to keep on jumping up to see if a little petrol engine that runs the lighting plant of a pal whom I am staying with is going as it should. We used to be able to concentrate much more in the happy days when you quiet country dwellers had nothing else to do but sit at home at ease.

It amuses me to read much of the tosh that gets written about cars, especially new cars. There is a parallel about pulpits, but I will keep it to myself, though you, as a sufferer, well know all about it. Paris showed us nothing—in the way of cars—that we

did not know before, though it afforded a proof that we have little to learn from anyone but ourselves. What may be best for European cars is not necessarily what we want in this country. Anyone who knows the Continent must realise that our needs are not theirs any more than their needs are ours. One hears a lot about their wonderful brakes. Quite right too, and when I go to Savoy or to the Tyrol I back them up; but, considering that ninety-nine British cars out of every hundred are destined for their own country, or for the dominions that are as a rule even flatter than England, the necessity for mountaineering qualities is hardly needed, and we can devote more time and opportunity to the little things that make motors easy and pleasant instead of strong and terrible. I think we are doing it, and doing it well; almost without exception, all new British cars are improving their refinements, and the machines turned out to-day without such things as self-starters and electric lighting and other comforts have only the market to look to that wants cheapness first, last, and all the time. And little else.

Have you noticed—of course you have, uncle mine, being a man of much discrimination and still possessing the eye for beauty of which my dear aunt is the living proof—how the number of women who drive their own cars grows? And have you noticed how particular these ladies are getting concerning the cars they ornament? D’Arcy Baker, of the Fiats, told me at Newbury Races last month that he thought the limit had been reached when a charming woman sent his coach-building manager a silk stocking to match the new body that was being painted for her, and it looks as if trade might be very good if this fashion really sets in. This one was yellow; what she will do if ever she begins to affect other shades, I know not.

Personally, I like yellow for body-work. Doctors and “vets” in the old days always had yellow-wheeled gigs because the colour wore well and

did not show the mud too much, but if too many people all have yellow confusion will become worse confounded and it will be harder to spot one’s own car in the street than ever.

Which leads me (you will notice my letters are rather like that round game called “That Reminds Me” and which is quite simple until you have to do it all backwards and lose marks by forgetting) to the question of car colour and shape in general. Once upon a time—in the days when one had to have a new car every year because old ones became really out of date every six months—our cars were as various looking as flowers; now they are all as alike, in line at any rate, as swallows. It has become bad form to be conspicuous, not only because it makes one so identifiable with the police, but because private cars are as much a part of one’s personal goods and chattels as clothes and boots and ties. You simply must not be “flash”; it isn’t done. “Costly thy habit as thy purse can buy,” if you like, but never remarkable, with the consequence that to-day the cars of the “best” people are as alike as peas in a pod, and the only differences between them lie in the stuff of which they are made, the bonnets in front of them, and the way in which they are looked after. Fashion may alter; at present the *bizarre* and the *outré* (you have to go to France even for the words with which to describe them) are out of demand; and so the same quiet, gentlemanly style reigns in the garage that used to reign in the coach house and still carries on in Savile Row. Nobody wants notorious-looking cars but notorious people, and these are every day finding out their own imperfections.

But some of the little cars that the little ladies drive are, as they would describe them themselves, “little darlings” and, like the hansom cab of old, serve to enhance their beauty and give it to them even though they are not properly entitled to it. They “fit” them and they look

THE RESPECTIVE VALUES OF BIG AND LITTLE CARS.

joyous in them. Gone is any demand—save as wheel stalls—for little cars that are not pretty in themselves, and big cars are getting so jealous of this rising generation of lesser ones that their manufacturers are as busy as can be in concentrating on the turning out of the new fashion.

The little car has come into its own, and the only trouble about it is that it has in reality ceased to be a little or light car at all.

What is a light car to-day? To my mind a light car is properly only a glorified motor-cycle and side-car bound together in an indissoluble alliance. Any brand of car that is comfortable, neat, respectable-looking and made to do the work of a car is a car, and, as somebody has said, you can't make a car a light car by cutting down its useless weight and thereby making it all the faster because of it. The modern 8 to 12 h.p. cars of to-day are as efficient and speedy as, or more so than, the cars of twice their size were a dozen years back, and people are beginning to realise it.

The small car movement is the car movement, and it is going to do more good to automobilism by proving its usefulness and economy than all the big cars that ever "got our goat" by their "ram-you damn-you" magnificence in the days gone by.

Not that I don't want or like big cars. I do; as they say of horses, "a good big 'un will always beat a good little 'un any day," and if you are going across England or France you very soon get to know it. You, uncle, with your family and your household, and your visitors, and all that is yours, demand a big car. But also you want a little one, too, for what it will do and will save, and now that the absurdly silly and stupid type of taxation

that has done its best to kill the sale of new cars, and to ruin absolutely that of second-hand ones, seems likely to give place to a tax on the car user according to his car use, very soon it will be the truest economy to buy one. I am not pessimistic about the future of cars; I should be much more pessimistic as to the future of any other kind of transport if I were concerned with it. But just at present little cars are all the rage, little, as I say, only because they don't look big, and you have only to go to Olympia to see where the public interest lies, and how, too, it has changed from the merely cheap to the graceful and elegant and comforting. It's a funny thing, too, about British bodywork. It has come out on top again, even on Yankee chassis, while the names of French and Belgian body-builders, who once were the only famous firms in high-class motoring circles, are now nearly forgotten altogether. English equipages—go round to the old coachman retired to his lodge at the gate—were wonderful things, and are so still. People who still own them, though they do not use

them, do not know what on earth to do with them. They are too big to sell, and far too beautiful to destroy, but they take up room wanted for the new things and belong as much to the past as do old tombstones in the churchyard. But how well and soundly they were built, and how equally good and sound is also some of the motor coachwork by the same firms. Some, not all; there are some motor bodies "all putty, brass and paint," as Kipling puts it, that are a disgrace to the engines they hide, and that are as likely to lose customers for the makers as are good ones certain to keep it. We judge very much by appearances, but there is nothing like ownership to teach the difference between the good and the bad.

This is a long letter, and a bit of a sermon at times, but you asked for advice and news, and you are getting them. Between you and me, just at Show time there's a wonderful lot of rubbish talked, and even more printed and typed; it does no harm to find a bit of honest criticism mixed up amongst it.

Don't spend your time looking for me at the Show; there'll be lots of much more exciting things to see. Besides, I may have come and gone. Glad to hear the birds are better than you thought; it is always the business of keepers to pretend to be agreeably surprised. Kill cocks only first time, though; that leaves all the hens to be shot at when Christmas comes, and they know how to fly.

And talking about Christmas—who is going to whom? I understand there is an invitation in the offing for me, and needless to say I shall jump at it with both hands.

Your affec.
nephew,
CHARLES.



As we go to press, we understand that the two-litre Bianchi, which finished third in the Italian Grand Prix race, was actually the winner of the two-litre cars—the first and second cars to finish being of three-litre. This success surely speaks volumes of the efficiency and capabilities of the 'two-litre Bianchi.

THE INTENDED CAPITAL OF THE WORLD.

By Philip Macleod.

In the far-off days—round about A.D. 350—a very small incident would have meant that our London, the metropolis of the world, would now be a small ruin, and the world's capital would be Aquincum on the River Danube. The Roman cities Londinium and Aquincum disappeared from history at the same time under similar circumstances. But Londinium rose again, Phoenix-like, and is now our London. It is interesting to meander amongst the historical ruins of present-day Aquincum—our might-have-been rival!

"See ye our pastures, wide and lone,
Where the red oxen browse?
Oh, there was a city, named and known,
Ere London boasted a house!"

—Puck of Pook's Hill.

SOME fifteen centuries ago, a Roman city, now named London, "disappeared from history."

At the same time, and in the same circumstances, another Roman city, in these days still named Aquincum, also disappeared. London, of course, vanished only for a time; but Aquincum failed to appear again. Of the two cities, "Londinium" was probably the less important in the then existing scheme of things; and yet Londinium has become—London, and Aquincum is represented by a few hundred yards of ruin beside the grey river Danube.

For those who believe that the world is ruled by blind chance, it must be curious to reflect how easily things might have been quite otherwise. If a puff of wind had not swayed a certain arrow an inch from its course—if a certain barbarian chief had taken the right instead of the left of some hill on his line of march—if a certain baby had, or had not, got over the croup some time about A.D. 350—the case might have been exactly the reverse. Aquincum might now be a world-metropolis, and London a grey waste of ruined walls, described by some Pannonian traveller in the Pannonian language.

Aquincum lies about four miles above Budapest, and may be reached in various ways. You can take the little local railway that runs up the right bank, past the tennis-clubs, and the factory with the curious odours, and the island where they build river-craft. Or you can ascend the river in a steamer, and get local colour by eating paprika-chicken in the cabin. But perhaps the best way is to come up the left bank and walk across the long, long bridge. There the timber-rafts go by (where once the fleet of Julian the Apostate passed), some with a little fire amidships; and an

island lies upstream, like a ship at anchor; and the little boat-mills turn lazily for ever on the broad, shining Danube, gliding solemnly by, between Dacia and Pannonia. And on the northern horizon you see the incredibly delicate outlines of certain poplars, accentuating the distance of the hot grey-blue sky, that in this country always looks so very far away.

Beyond the Danube, some half-mile from the bank, lies Aquincum. Around you, as you walk towards it, are flat fields suggestive of an ancient fen, and set with pale-leaved bushes. The landscape has a quality that reminds one of Cuyp's pictures. In front is a semi-circle of hills, the outline of which has probably changed but little during those twenty centuries—hills that used to look down on the Lady Caia, and Claudianus the Advocate, and Marcia the Freedwoman, and those others who lived here "or ever Vortigern was born."

And so you come at last to Aquincum Town, that was once the capital of a large province, and a strategic place of great importance for the welfare of Roma Dea, and had all the rights and privileges of a Roman colonia. There were great mansions there, and baths of elaborate construction, and an amphitheatre with seats for three thousand people.* They made an Emperor there once—poor Valentinian, the boy whom Arbogast murdered in Gaul. Let us see what Time has left of Aquincum Town.

The first general impression is of a maze of low walls, marking the ground-plans of buildings. They are all built of a greyish-white stone that has a curious "new" look, as if fresh from the chisel. Above the maze of stone stands the Museum, admirably suited to its surroundings, in its little garden, with low box hedges glittering in the sun.

*For these and other facts made use of in this paper, the writer begs to express his indebtedness to Professor Kuzsinszky's valuable Dissertations.

This is a Roman street, with its huge flags almost all in their places. If you stoop down a little you will see a groove made in the stone, made by chariot wheels that passed there before Hengist came to Britain. Consider the aggregate of human work, and care, and pleasure, and anxiety, expressed by that little mark—hundreds of people like you and me driving on various enterprises; driving to great wars, and little country excursions; driving to sell three shillings' worth of vegetables; driving, it may be, to sell the Empire. Four centuries of all this; and a groove nearly an inch and three quarters deep in a limestone flag. Man is indeed a great and mighty being!

Let us try to summon up for a moment a vision of those who passed up and down this street before the Roman Empire declined and fell. Soldiers, perhaps, with heavy, disciplined tread, and recurrent beat of the brazen shield; every man's grim, fleshy countenance staring fixedly over the chinstrap, along the path of Roma Dea; little children, hand in hand, with solemn, wondering eyes, and fresh flower-faces—ah, how long under the mould!—going out to play in the fields beyond the little Temple of Mithra, where the descendants of the crowsfoot and buttercups they gathered are growing yet; big, heavy-jawed patricians, borne high in litters, on the necks of Dacian slaves, with a train of shabby clients emulously jostling after them. Pertinax, the Emperor, "the amiable Pertinax," may have passed here (he was once Procurator of the neighbouring Dacia, you know), and the cruel Severus, when commanding the Army of Pannonia. These walls have resounded to the "Ave Caesar!" when they made Valentinian Emperor, here in Aquincum Town. Drunken gladiators, returning from the wineshop outside, have staggered over these very stones; brutal crowds have thronged out this way to the fighting in the amphitheatre.

"LOVELY IN DEATH THE BEAUTEOUS RUIN LAY."



For those who believe that the world is ruled by chance, it must be curious to reflect how easily things might have been quite the reverse. What is now a walk in Aquincum—very little frequented—sided with decaying tombs and old Roman milestones (top left-hand picture), might very easily have been, as the author points out, one of the world's finest avenues; as also might the centre picture have been one of the greatest shopping centres—perhaps Oxford Street!—of the Capital of the World instead of the



grass-covered byway that it is to-day. That it was a great market-place once is a traceable fact, for the picture illustrates the foundations of the shop fronts and shows the grooves for the double shutters. The top right-hand picture is of the ruins of a one-time Gate of Death, through which slain gladiators and beasts were dragged. If something had, or had not, occurred this then might have been—what? Who knows—possibly the venue where we might all have to travel for an Olympia Motor Exhibition!

WHEN THE MIGHTY ROMAN EMPIRE CRUMBLED.

Then one morning may have arisen, strange and still, when the dawn-wind whispered among deserted houses, and lithe little bowmen, clad in furs of incredible filthiness, came creeping along this street, slipping from one cover to another, trying a door here and there (the rusty sword clutched ready down by the hip), beckoning furiously but silently to those behind them—the foreriders of Attila, Scourge of God.

And so Aquincum “disappeared from history.”

* * * *

For the Roman Empire had fallen sick, very sick at the heart, and life was dying out of the extremities of it. So the legions were called back from the great camp by the Danube, just as they were called back from London, and York, and the Wall in the North. And when the soldiers were going, the wealthy ædiles and advocates and merchants had little wish to stay behind:—

“Cold terror seized on Caius,
On Balbus and on Titus.”

It must have been an uncanny place when the great camp had emptied, and the trumpets were sounding far and thin, out on the road to Rome, and any dust cloud on the eastern horizon might mean the coming of Attila and his slaughtering hordes.

The exodus may have been a sudden one. Down by the river a pottery has been found, with the potter’s whole stock left in it—everything, down to cake-moulds adorned with horsemen and chariot-borne Emperors, and a curious caricature-mask. In the Museum there are two or three great stone mortars, with the bottoms knocked out. One fancies some vengeful slave stealing back at the last moment—“Oft was I weary when I toiled at thee!”—and then one final blow of the pestle.

There are Roman milestones here; tall white pillars with the names of Emperors carved upon them. Some of the names have been jealously erased, by order of succeeding Emperors. (How that brings Gibbon home

to one!) Here is the great stone tomb of a young man, sent to Aquincum by his wealthy father, to study law. But the poor lad died, “aged eighteen years, nine months, and fourteen days”—one seems to hear the mother’s voice in the loving enumeration—and this narrow house of stone was the end of many hopes. Near by lies a sarcophagus that once held (literally) the ashes of a soldier of the Second Auxiliary Legion. He was killed in Asia Minor, and his wife and daughters had his ashes brought home. Strange that this wilderness of ruins should ever have meant “home” to anyone!

Some of the monuments breathe a pathos of “old, unhappy, far-off things” that knock at the door of the heart even yet. There are carvings of little, round-faced children; inscriptions such as this: “Vitalinus, three years, eleven months, and eighteen days old”; the bust of a girl who died at twenty. Poor Flavia!

A worn carving shows a husband and wife hand in hand—as perhaps they walk, even to this day, on the paths of that country whither they have gone. There must have been love among those long-vanished households; love and mercy; for some inscriptions tell of freed slaves: “Here Marcia Æthale, freedwoman of the Lady Caia, was laid by Lucius Marcius Felix, freedman of the same Lady.”

They used to place a small lamp in

the coffins—the road to be trodden was dark—with two copper coins for the Ferryman’s fare. The men had spears given them—for what huntings?—the women, rings and bracelets. There is a little bronze figure of a negro slave that once supported a ring tray or the like, by the mirror of some great lady, now dust in the winds of the world. (“Dic ubi Tullia!”)

A small stone altar is here, erected to the sylvan gods by Aurelius Claudianus, an advocate, “in fulfilment of a vow.” One seems to catch a momentary glimpse of Claudianus speeding down a glade, gasping out vows to Pan, with a wounded auroch snorting at his heels. Another altar, in the Temple of Mithra, was erected in honour of the “Never-failing Spring.”

That Temple is small and dark; from the altar the image of Mithra, “born from the Stone,” stares out into the gloom; beside him is the “Basin of the Blood,” used, no doubt, in the bull slayings:—

“Mithra, God of the Midnight, here
where the great Bull dies,

Look on thy children in darkness,
Oh, take our sacrifice!”

A “treasure” has been found in the temple, lying, curiously enough, in the rubbish well above the floor, and consequently placed there long before the building fell to ruin. A similar find was made in the great house close by; the treasure, which consisted of

coins of the third century, may have lain hidden in the house for more than a hundred years before the town was deserted. What was it that prevented the owner from seeking his treasure?

But here is something concrete and intensely significant. It is a wide stone threshold, once belonging to a “noble and plentiful house,” that was built, fair and tall, for the owner and his heirs for ever. But the stone is hardly worn; the chisel marks are on it yet. And this, you see, makes it one of the noteworthy things of this world. For it marks exactly the highest point that the tide of Roman Empire reached and the beginning of the ebb.



This ruined market place of Aquincum (the museum is in the background) might very easily have been the equivalent of our New Oxford Street.



MOTORS THAT ARE WORKS OF ART

*A visit to Milan, where new masterpieces are made in the land
of the Old Masters*

WHEN our ancestors were attired in their natural skins, which they dyed blue with woad, and when their only extra clothing in winter appears to have been an additional coat of dye, other enlightened peoples in the world were sufficiently civilised to discuss politics and religion with weapons of steel and to endeavour to avoid conversion by wearing suits of mail.

And their ladies wore silks, and would have declined to call upon ours.

One hates to recall our past, and envies the pretty tact of the professor who, when he was asked by a young lady if he dared to suggest that she was descended from an ape, replied that "it must have been a very charming ape."

We may comfort ourselves with the thought that the customs of long ago are of small importance to us to-day, but it is good to discipline our pride with the memory that we owe much to other peoples who taught us such world-changing arts as that of metal-working, and who during almost untold centuries led the way along that fascinating path of knowledge which has led us to the modern motor-car, the great turbine liner, and wireless telephony.

It was the cunning metal-workers of long ago who laid the foundations upon which modern engineers have built, and nowhere did they toil more cunningly than in Italy. English knights would travel to that then distant land to offer fortunes in exchange for suits of the far-famed Milanese armour, and the polite world fought with weapons fashioned and tempered by the race that built Rome.

Later came the learned Galvani, who turned the world's thoughts to the wonders of electricity, followed nearly two centuries afterwards by the Italian magician, Marconi.

Yes, it is well to remember these things, for there are people even now who think of Italy as a sunny land of dreamers, singers, and artists, a playground for the tourist from more progressive lands. Such folk forget that the

descendants of the men who made the finest arms and armour, who built cathedrals which are still wonders of the world, and painted pictures which we call "old masters," are to-day numbered among the most highly skilled engineers on our planet. They are backed by generations of craftsmanship, and by traditions of pride in their various arts. A few other nations may have equalled, but none have excelled, nor can they hope to excel, their masters.

In this series of articles dealing with the modern motor industries, we have had the pleasure of conducting you through many of the great English works. To-day we invite you to come with us to sunny

Milan, beyond the Alps, the fret-cut peaks of which can be seen pearl-white at noon, and rosy at sunset, from the Cathedral city, which for years has been as noted for the skill of its metal-workers as for the genius of its artists.

If you have already visited Milan—the city of marble palaces clustered round the most beautiful cathedral in Christendom—you will not be surprised to find that, with the artistry of their race, the Italian manufacturers of beautiful cars display their works of art in a worthy setting. But, if you have only known grey Northern cities under less sunny skies, you may be astonished when we drive you to the Via Manzoni, to find that the motor show-

rooms you are about to visit are in an old Ducal palace which is in itself an architectural work of art. Your first impression will be of graceful marble columns, wide staircases, eye-satisfying spaces, and old furniture, each piece a gem.

It is in these princely salons that the daughters of the famous Bianchi family make their *début* into the polite world. They are introduced into notable society, for Milan attracts the rank, fashion and wealth of the earth. It is a city of luxury, a city that has more native millionaires per cent. of population than any other—a city accustomed to offering hospitality to the royalties and the great of all nations. Milan taught less civilised cities the art of living many centuries ago, and she has been teaching them ever since.

In this marble palace in the Via Manzoni you will see the beautiful Bianchi cars, which are made by an art-loving race for those who can appreciate art.

But you have not travelled all the way from England to Milan for the sake of seeing the finished products. You could have seen these at the London home of Bianchi Motors in St. James' Street. You have crossed the Alps to learn some of the secrets of artists who have devoted their lives, and their inherited and



It is not necessary to utilise either hand for starting or stopping the engine of the Bianchi. It is done by merely pressing a knob with the toe of one's shoe—left for starting, right for stopping. What could be more simple?



acquired talents, to the production of automobiles with the same loving care as that which their forefathers gave to other arts which made the name of Italy glorious.

You will learn many secrets when you enter the great studios, which cover many acres beyond the city and give employment to 6,000 artists. One cannot speak of Italian mechanics as "workers." Sir J. M. Barrie describes work as something we have to do when we would prefer some other occupation. The Italian artists of automobilism do not "work"—they enjoy their art.

Look at this man. He is testing pinions for a Bianchi gearbox, and his face lights up with enthusiasm as he sees that we understand and appreciate. He has the long, deft fingers of an artist, and the keen-witted vitality of his race.

The entire process is explained to us by a genius whom we should describe as a "works manager" in England, but here we prefer to call him Art Master. The pride with which he regards his responsibility is obvious, and his enthusiasm infectious.

You begin to understand that the parts of a Bianchi gearbox are not produced in mass, and then thrown together in the shortest time possible. There is no art in such methods, and you are beginning to understand that this is a home of artists.

First, the gear-wheels are cut in the ordinary manner by machine tools, and are then hardened. You may have thought that the processes of manufacture would then be complete, but at the Bianchi studios they are only just beginning.

After being hardened, each gear-wheel is placed on a cunningly-devised testing machine, which is electrically driven. This remarkable machine is connected with a dial around which moves a sensitive needle. The duty of that needle is to notify any minute irregularity in the shape of the wheel or the contour of the teeth. It exaggerates faults enormously. The half of a thousandth part of a millimetre is enough to throw it into a state of trembling excitement.

Notice this gear-wheel which is being tested now. It is evidently a good specimen, for the needle barely moves. It would be quite good enough for an ordinary gearbox,

but not for one which has to uphold Bianchi reputation. The exquisitely sensitive needle shows that, although the wheel is almost perfect, there is a minute irregularity which could not have been detected in any other way.

The next process is to place the wheel on a delicate hand-worked testing machine, which does its work very deliberately, and shows which portion of the wheel, or which tooth or teeth, the first machine has been complaining about. This second little fault-finder works with such precision that it makes one think that the much-belauded automatic scales used in our Royal Mint are very clumsy pieces of work.

The hand-testing machine has a dial and a needle which indicates an irregularity of (say) a thousandth-part-of-practically-nothing, and whenever it discovers one of these infinitesimal faults it automatically marks the spot with a pin-pointed tool of diamond hardness.

Now, if you look very closely at a gear-wheel that has been tested in this machine, you will see that there are minute pin-pricks on, perhaps, two of the teeth. These marks are for the guidance of an artist whom we might describe as a highly-qualified dentist, but we must remember that his professional services demand more delicate skill than that possessed by the torturers of human teeth.

With touches more gentle than those of the dental surgeon who is operating without cocaine on a highly nervous patient, the artist removes the minute irregularities with carborundum, and, after the hand-grinding process, the

wheel goes back to the testing machine, the needle of which will now show that it is absolutely true, and that the variations in the size, shape and surface of the teeth are equivalent to exactly the ten-thousandth-part-of-nothing-at-all.

But the wonders have not ended yet. Probably you are familiar with the idea that, in the ordinary course, gear-wheels are cut with approximate accuracy, and are assembled—"mated"—is the correct words—promiscuously. It is a matter of luck whether the couples are exactly suited to one another, or form a *mésalliance*. If you know anything about machinery and human nature, you know that ill-assorted pairs, though they may appear to be without faults when apart, develop bad qualities when mated. In one case we should murmur sympathetically the word "incompatibility," in the other we should refer with less feeling to "frictional losses."

In the Bianchi Utopia human sympathy extends even to the little gear-wheels which must live their lives together. There must be no *mésalliances*; the parties must be so ideally mated that they will be happy ever after.

So the Bianchi matchmakers introduce the couples carefully. The engagement of a pair is truly a probationary period, during which they are kept under strict surveillance. They have already passed searching tests, and now they must show that they can run together harmoniously. Subtle instruments will record any tiny incompatibility which may cause friction, and only if they are found to be ideally

suited to one another will they be allowed to pass their lives together.

Once they have been truly mated they will not be separated again. The pair will pass, with other equally well-matched couples, to the assembly rooms, and will eventually travel the road of life together.

If only there were a matchmaking Utopia like this for human beings! What a demand there would be for Dunmow fitches!

You are beginning to realise to some slight extent the loving care the Bianchi community devotes to the well-being of its offspring. But even now you do not fully understand

If you will follow those perfectly-mated gear-wheels a little farther, you will see that all the couples which make a



In the happy words of Macaulay, "Everybody who has the least sensibility or imagination derives a certain pleasure from pictures." The Bianchi has here a joyous background to offset its pleasing lines, thus giving practical point to the quotation and its interpretation.



Milan Cathedral

THE mind can hardly conceive a more imposing background to the graceful charm of the modern Bianchi than the stately pile of Milan Cathedral. Though so very different in type, there is an artistic link. The masterpiece of ages past finds a confrère in artistry in the ubiquitous necessity of modern times—widely differing in class though the contrast be. This five-seater touring model, painted to choice, completely equipped, and upholstered in antique grained leather, is priced at the moderate figure of £625—and, represents sterling value.



THE ideal honeymoon trip usually visualises the exploration of world-famous ruins—naturally à deux. But in the more normal pleasures of life, the two-seater plays a prominent part in the world of happiness. This particular Bianchi model is ideally proportioned and the acme of automobile grace. Known as the Dalling two-seater it is attractively priced at £595, completely equipped of course, painted to choice, and embodying the highest grade upholstery—quite an idealistic proposition.



*H*AS the artist taken a measure of liberty with the old-world setting of the picture? Is it an unfamiliar aspect of the Parthenon or an exaggeration of the aged sun-dyed columns of Corinth? History telleth not. But we are on safer ground with the picturesque Bianchi coupé, a fascinating little proposition priced at £725, and ideal for the doctor or other lucky folk who may come to possess it.



AS times change, so we change with them—or so the ancient Latin proverb tells us. And in the world of motoring, many people are falling victims to the exceptional comfort of the all-enclosed car. Of course one has to foot a somewhat larger bill, but one certainly gets value for the additional expenditure. And, talking of value, this Bianchi saloon—it costs from £715 to £850—is surely a remarkably enticing proposition for anyone?



complete gearbox are assembled. They are not yet placed in the aluminium casing in which they will live, but they are taken to a room containing more testing devices. This room has the high acoustic properties of a concert hall. It has specially-designed walls and doors which exclude all external sounds, and the interior is formed in such a manner that noises which would otherwise be imperceptible are magnified. We will not run the risk of exaggerating by saying that you can hear the footfalls of a fly in that room: but you will understand that it is really a big microphone.

The assembled gear-wheels are introduced into this concert chamber and are placed on a machine which causes them to revolve at high speed. You will understand, of course, that if they revolve quite freely they would not be working in the same conditions as they would later when transmitting power in a car. They must be driven against some resistance in order that the teeth may be forced together, if the conditions are to be similar to those to which they will be subjected on the road. Therefore, the testing-machine is provided with a water-brake, in itself an interesting device, for it provides the required braking resistance without producing a sound.

While in this machine the different gears are engaged, and, as they whirl, a tester, chosen because his hearing is particularly acute, listens. We "listen in," straining our ears in an effort to hear a sound which would indicate that those silky-surfaced cogs are not running with absolutely perfect smoothness. There is no sound. The gears revolve, as a calm river flows, in silence.

And all this care is devoted to the production of one component of a car! You have spent some hours already, and you have only seen a little of the artistry of these people, who have founded a new industry in a city of palaces within sight of the eternal snows.

If it has taken you so long to understand these few processes, how many years of loving work must have been necessary to invent and perfect the wonderful organisation for the production of complete Bianchi cars, you may wonder? The obvious answer to the question is that the first Bianchi motor vehicle was built in 1890, and that is six years before we in England had decided that horseless carriages need

not be preceded by men carrying red flags. But to say that all this skill and organisation represent only thirty-two years of hard work is to understate the truth. The cars of to-day are the product of generations of cunning Milanese craftsmen who through the centuries have been sharpening their skill on the whetstone of experience. They were master metal-workers when the men of many other nations were serving their apprenticeship. The motor craftsmen of to-day are lineal descendants of Milanese armourers who were supreme in theirs.

You must realise these facts in order to understand fully the secrets of Italian workmanship. These craftsmen who make engines with almost superhuman precision are of the same blood as the men who inlaid steel with gold and supplied arms and armour to kings. They know the joy of producing work that is supreme in its class.

Having comprehended this, you know why the Bianchi Company can guarantee their cars for 50,000 miles, and why connoisseurs speak of modern Italian workmanship with such respect.

Now come a little further into these wonderful Bianchi works, and learn more about the art of manufacturing cars. You will see men assembling the parts of a rear axle. If you watch closely, you will notice that after the various components have been pieced together the final adjustments are made. You will find that the mesh of the spiral bevel with the crown wheel is adjusted by a micrometer screw which enables the skilled assembler to determine their relative positions to

a degree of accuracy represented by .005 of a millimetre. This will help to explain why Bianchi rear axles, like Bianchi gearboxes, run with the silence and smoothness of gently-flowing water.

It is just one more example of the loving care devoted to every part of the car.

Perhaps you would like to see a complete engine undergoing its final test. You may do so in this big room. You will see that each engine is placed on an ingeniously contrived table which, instead of forming a rigid bed, moves in sympathy with the slightest oscillation. This table is connected with an instrument which reminds you of the barographs which record automatically changes in atmospheric pressure by drawing a pencilled line across a ruled chart.

Each engine is placed on one of these tables for a vibration test, and while it is running the instrument makes a record of its performance. On the moving chart the pencil makes lines which indicate the vibration of the engine at different speeds, and that chart has to pass the scrutiny of an examiner who has the reputation of the firm at heart before the engine is placed on a chassis. If undue vibration at any speed is disclosed by this exquisitely sensitive instrument, the engine must be re-balanced or scrapped. It will not be allowed to leave the works.

Now glance at a complete chassis and examine one more Bianchi refinement. Kneel down and look very closely at the steering mechanism. You will see that each joint has a universal movement, and,

because you are unfamiliar with such an arrangement, you may think it unnecessary. But, wait a moment! As an experienced motorist you know something about "front-wheel wobble." You have wondered what causes it, and, probably, you have read many learned opinions on the subject.

Well, the Bianchi engineers have overcome the trouble by introducing these universal joints to take the place of rigid connections and pins which allow movement in one plane only. Such pins must be allowed considerable play or else they become strained. The result is "wheel-wobble." The Bianchi universal joints in the steering mechanism can never be strained, and so the front wheels keep a true



"A sylvan scene, and as the ranks ascend,
Shade over shade, a woody theatre,
A stateliest view."

MILTON: PARADISE LOST.



course. They will never wobble. If you are interested in the higher branches of the art of metal-working, you may talk with Bianchi engineers about such items as crankshafts cut from solid bar-steel in order that the grain of the metal may not be contorted by being forced to take an unnatural course. You may see how these crankshafts are balanced for speeds up to 6,000 revolutions per minute, and you may see every vital part of a car fashioned, finished, and tested with infinite patience and skill.

But already you have seen enough to enable you to form an opinion of the best Italian workmanship. You do not yet know all the secrets, but you begin to understand why Bianchi cars have won a reputation all over the world for reliability, and for that poetry of motion which, like the poetry of the artist in words, is only rendered possible by the infinite capacity for taking pains.

You may learn one more secret before you leave. It is that there will be a new Bianchi model for 1923. Our old friend the 12-20 h.p. will have a companion. The nominal horse-power of the new model will be 15, but the engine will develop 45 b.h.p. It will have overhead valves, with entirely new mechanism which ensures absolute silence, and the refinement of the valve-gear will not surprise you if you remember that the firm has been making larger cars with overhead valves since 1907.

But beyond all these considerations there is the further question of efficiency. As you know, the overhead valve is the type usually employed when it is desired to obtain maximum efficiency. But that does not necessarily mean that this method of construction is necessarily suitable for all types of engines. There is

such a thing as overdoing it. If a manufacturer should fall into the error of making his engine too efficient for the average user, his last state may well be worse than his first. It is a fatal error to sacrifice reliability and long-wearing qualities merely to pander to maximum efficiency.

Consequently it is not surprising to learn that the Bianchi engineers have made a protracted study of this aspect of the problem, so as to strike that happy

feature. Literally, you forget that there are many working units in the chassis. They simply function, and go on functioning, as a matter of course. And it is just the same with the second ten thousand miles as the first. You know the reliability of a tip-top watch? Well, it is just the same with a Bianchi car—except that it winds itself up, and there is no possibility of a spring breaking! Then, again, its smoothness—its suavity of travel—is an outstanding feature.

It glides over a good road and makes the best of a bad one. In regard to efficiency, either accelerating, running, or braking, once again one has naught but praise.

Having had the privilege of giving you a glimpse of the works at Milan, and a brief reference to Bianchi attribute, we must leave you. If you wish to see the combination of these beautiful Italian chassis with bodies made by English coach-builders, you can complete your education by visiting the British depot in St. James's St., London.



IN the Autumn International Grand Prix Race, held at Monza, on October 22nd, a two-litre Bianchi finished third, against twenty-four competitors, representing thirteen different makes of cars. Above is illustrated a two-litre Bianchi racing car on the new motor racing track at Monza, just outside Milan.



THIS is cold-blooded point-blank commercialism, and there is no getting away from it! But what a wondrous panorama of the famous Italian works in which the Bianchi chassis is evolved. What a measure of confidence it compels into one's trustfulness of Bianchi achievements. And, incidentally, what a particularly good photograph!



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THE reliability of Lanchester Cars for consistent road performance is so well known as to have become proverbial. Their conception embodies the utmost simplicity in design, meticulous care in construction, and the finest quality material. Every feature is one of outstanding merit and a distinct advance in automobile development. Lanchester coachwork is designed and built side by side with the chassis, and every car presents a symmetrical combination of the coachbuilder's art and skilful engineering.

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THE COLONEL AT THE MOTOR SHOW.

COLONEL SIR BEVEL HOTSPARK, D.S.O., is known to be a brave man, but there are limits to human courage. There is considerable difference between heroism and foolhardiness, and, therefore, he did not invite Lady Hotspark, Lieutenant Verri Hotspark, (late) R.A.F., or the admirable Miss Vivia, to accompany him to the Motor Exhibition.

However, as his family is extremely well regulated, accidents happened.

He had joined a group of distinguished folk, some of whom were peers, though there were others who had not supported the Government, and with them he had been discussing the new 20 h.p. Rolls Royce chassis which was not visible. He was rather glad it was not exhibited, because he had been reading about its overhead valve mechanism, its central gear change lever, and its three, instead of four, speed gearbox. It pleased him to be able to impart this information about the new Royal Rolls, and his opinion that it was amazing value, even without the name, was well received. He was saying that he had "practically decided" when his thoughts wandered.

He had heard a voice he knew. It was a lady's voice, and it was saying:—

"Yes, dear, and they tell me they have reduced the tyre consumption with a forced feeding lubrietter, or something, and really the new Limdaulette body is a dream. . . ."

"That's Deborah," said Sir Bevel. "I might have known she would come."

Now I shall have to explain everything in the Show, or she will spend the day asking demonstrators if the clutch pedal is the brake for the spare wheel . . . Well, dear, I did not expect you."

Lady Hotspark smiled happily. "I managed to rush away for an hour or two," she said. "I've just been looking at the new Leylancheater with a perfectly priceless body, a Coupousine, I think they call it. You must see it, dear, really."

Sir Bevel smiled rather weakly. He had visited many

THE keynote of the Motor

Exhibition this year is encompassed by the one word Economy. Never in the history of the movement have such remarkable value-for-money propositions been available. In many cases, the prices are down to, or even below, the pre-war figures, and this even when eliminating the changed value of the pound sterling. But that is by no means all. The quality of the cars is greatly improved, and they will give longer and better service for less maintenance cost. And even that is by no means all. The running costs are greatly reduced as well. Consequently one is justified in anticipating a material development in motoring matters during the coming season. That development is one we confidently anticipate.

former Motor Exhibitions with his wife, and he knew what to expect. Like a chivalrous and brave English gentleman, he faced his doom.

Instead of looking for an 8-cylinder "Coupousine," with an epicyclic gearbox, as he might have done had he been unacquainted with his lady's cheerful habit of mixing everything except her society, he made his way to

the stand on which the lordly Lanchesters were displayed.

The beautiful "Forty" glistened beneath the arc lights, and Sir Bevel, who could recognise thoroughbreds, glowed with enthusiasm. Truly, it was a car for a king.

"Now, tell me about it, dear," commanded his lady. "I love to know everything about these adorable cars." She smiled, and added, "it's so clever of you always to like the very best."

Not entirely averse to showing his intimate knowledge of high-grade and expensive cars in the presence of a fashionable throng, Sir Bevel began:

"One of the most admirable features of the Lanchester is the unique gearbox, which enables even a novice to change gears without a sound. It gives three forward speeds, but, instead of having the ordinary pinions arranged on a mainshaft and layshaft, it has planet wheels arranged concentrically. They are always in mesh, and the required gear is engaged by a smoothly acting clutch. Gear clashing is, therefore, impossible. The principle, described as epicyclic. . . ."

He paused as he became aware that Lady Hotspark had stepped on to the running board and was peering, enraptured, into the exquisitely upholstered saloon. She jumped down hurriedly.

"Yes, dear, I'm listening. I should love to have an epi-epi-what-you-said car. The cush—"

"Epicyclic," repeated Sir Bevel, noticing that many people were listening with marked respect. "As I say, it is impossible to change gears noisily or to miss them."

"You don't always, dear, on our car."

The onlookers' smiles were not audible, but Sir Bevel flushed slightly. "Another admirable feature," he continued, "is the overhead camshaft driven silently by worm gear. The inlet valves are in cages. If one wishes to examine any of the valves, it is not necessary to remove the cylinder heads; in fact, they are not detachable, but all the valves can be taken out without disturbing the cylinders or the camshaft. . . ."



The 15.9 h.p. Humber saloon represents an ideal British achievement in the high-grade moderately priced classification.

A REAL BRAIN WAVE FOR ECONOMY.

Lady Hotspark, with the light of love in her eyes, was looking at the contours of the beautiful body, and was wondering what costume would harmonise with the colour scheme of the upholstery. An American gentleman, however, seemed so interested by Sir Bevel's display of technical knowledge that it seemed worth while to continue.

"The wonderful cantilever springs of the Lanchester make the car more comfortable on rough roads than

"Say, stranger, what's the figure in dollars for this British State Coach, or is it only sold to kings, anyway?" asked the American suddenly.

Colonel Sir Bevel Hotspark assumed his parade manner. "I'm not a demonstrator, Sir," he said, with dignity.

"Gee! I figured on you being the President of this Corporation."

Sir Bevel was visibly embarrassed by the flattering suggestion. He bowed rather stiffly, and faded into the obscurity of the throng.

It was not until he reached the Napier stand that he paused again. He did so because his wife had become aware that on it was another car which she could really love. The beautiful 40-50 h.p. six-cylinder chassis, with its fascinating overhead valve mechanism, water pump controlled by thermostat, and refinements in every detail, held the eyes of the connoisseur while his wife was gazing with ecstasy at a car body which would have made Cinderella's Godmother feel that she needed a course of lessons in the art of producing fairy coaches.

Sir Bevel had looked



This handsome 16/40 h.p. six-cylinder open touring car is a representative product of the famous Sunbeam company.

longingly at that chassis last year when, accompanied by some friends who really did know something about the high grade cars of the world, he had discussed its design with enthusiasm. He could see no alterations, except in the price. Last year, at £2,100, it had seemed hopelessly out of reach. This year, at £1,750, it was within—

"Why, you would actually be saving £350, dear, and you know we ought to be economical," said Lady Hotspark, at the critical moment.



Enthusiasts revel in the charms of the eight-cylinder 28/70 h.p. Talbot-Darracq: the pleasing lines of the coachwork are a complement to the charms of the chassis.

"Hullo! Mater! Trying to stick the O.C. for a Nape? She's quite right, Sir. It's the pukka stuff to give the troops. These people know the game. Look at their aero engines, the Lion and the Cub. Absolutely the rations. Take the Mater's tip, Sir."

Sir Bevel and Lady Hotspark looked into the intelligent blue eyes of their offspring, Lieutenant Verri Hotspark. It is regrettably true that one of those eyes winked in the direction of the

lady from whom they had been inherited. "I'll back you up, Mater, if you'll put in a word for me later," whispered Lieutenant Verri as his father turned away irritably.

"Where's Vivian?" asked Lady Hotspark.

"She was vamping on the Singer stand just now," replied the irrepressible Verri. "She has already got off with the best looking merchants at the Morris Oxford, Calthorpe, and Rover places. And she's been up in the Gallery collecting free souvenirs. She's got a cigar cutter, two petrol lighters, a corkscrew, and a combined mag-neto spanner and toothpick, already."

"Go and find her at once and bring her to me," commanded Lady Hotspark, and Sir Bevel backed the order.

With the obedience that indicates a lively sense of favours to come, the young man disappeared. He walked along two aisles and met an old Army friend in each. They first insisted upon a visit to the Talbot Darracq stand, and when they found it they gloated together over a sporting model. The beautiful little car, which has

SMALL TALK ABOUT SMALL CARS.

scored victory after victory since its sensational win in the two hundred miles race a year ago, fascinated them. "The average was over 88 then," said Verri "and they've been putting more pep into them ever since. Wonder what they'll do next year. My word! I'd like to try."

"It's a pretty little 'bus, too," said his friend, looking covetously at its fine lines. "It isn't the sort that looks like a ten pound fine every time. I came up from Salisbury on

one the other day. She went through traffic like a needle sewing silk. She was so quiet I couldn't believe she had any ginger in her till the pilot trod on the juice knob, and then she began to split the atmosphere until the speedometer started on the second lap."

A listening demonstrator smiled. Possibly he was taking notes of the testimonial and was wondering if it could be translated into catalogue English.

The two friends drifted along the glittering avenue of cars. Everything interested them, but they reserved their enthusiasm for the smaller sporting models. It appeared that they did not only know every car in the Show, but every model produced by every manufacturer whether exhibited or not. Their criticisms were often candid and unflattering. It might have annoyed some makers to hear their carefully staged products described as "a gin palace on casters," or "a cross between a bathing machine and a scooter." They had "no use" for small cars which appeared to be overweighted with luxurious bodies, no matter how attractively de-



Amongst a host of excellent value-for-money propositions, the Crossley models stand out as abnormally attractive on that basis.

signed. All their admiration was given to those which had the greyhound look of speediness.

The sporting A.C. was voted "absolutely the goods" by these critics. They knew all its triumphs on the track, and approved its lines and general lay-out. "It looks good, and it is good—dam' good," was Lieutenant Verri Hotspark's deliberately-weighed opinion.

The sporting Wolseley "Ten," with aluminium streamline body, won equally vigorous praise. They

its specification, they concluded that by any other name it would run as sweetly. They liked the overhead camshaft driven by vertical shaft and skew gears, and entirely approved the makers' choice of a four speed gearbox. "Pity they don't all fit four speeds," said Verri. I suppose the average asses will have something that will run up a house on top. They won't change down even if you do give them the gears, I suppose, but I must say I like a decently high third for little bumps, and a top on which

you can shift without making the engine scream. The man who designed that car knows things."

The Beardmore "Eleven" sporting model obtained honourable mention by these two enthusiasts, who may, perhaps, be regarded as typical examples of Young England. "Pukka engineering firm," said Verri's friend. "Ships, guns, aero engines. I remember flying one of the F.E. pushers with a Beardmore engine."

"They've got the right ideas," said Verri. "Overhead valves, four speeds, spiral bevel drive—everything I like. Body's good, too."



The 20 h.p. Austin represents one of our finest large output productions, and is also remarkably good value for money.

BRITAIN RE-ADOPTS FRONT WHEEL BRAKES.

Jolly nearly as gracetul as an aeroplane fuselage. See the way it tapers off at the rear. That's the style. Lots of cars look like nothing on earth from the back."

"A 'bus I should really like is the Bugatti Sports twelve," said his friend. "Sixteen overhead valves, my boy; four to each cylinder."

"Want some tuning," suggested Hotspark Junior.

"Don't you worry. I'll bet it's one of the coolest running engines ever born. Let the exhaust get away through two thumping big holes, and you won't lie awake at night thinking about the valves. I'd sooner have eight cool exhaust valves than four hot ones. Give me aero practice every time."

The two drifted into an involved technical discussion of sporting car design, the improvement of the breed by racing, and the influence of aero engines. The only propositions to which they both agreed were: that everything worth knowing has been learned by racing, and that ex-flying officers are better judges of cars than any ground-lubbers whatsoever.

Wandering off into some reminiscences of their own flying days, they reached the Sunbeam stand, and halted.

"Now there's a firm I like," said Hotspark. "They're sporting. They have never been afraid to put up a fight against the world's best, and they have won by sheer scrapping. The old dodderers who say that speed isn't everything are simply breathing hot atmosphere through their *chapeaux*. You can't make them realise that a firm that puts its cars through the hell-and-



If you fancy a tip-top sporting car there is nothing finer than the 30-98 h.p. Vauxhall: and it looks as good as it really is.

a-half of real road racing learns more about reliability in a week than they would by taxi-ing along till Glory. I believe in Sunbeams, because they've been tried out. They'll go on running after another car's too tired to ask for a disability pension. I know, because I used to see them going through it in the war."

"Remember the twelve-cylinder Sunbeam that did something over 144 m.p.h.?" asked his friend in a tone of reverence.

"Well, would I? People who can

another aisle, where they met Molineux-Jones, late R.E., formerly known in the Service as "The Hyphen."

"Seen the steeplechasing Gawk?" asked The Hyphen at once. "It's the best thing the G.W.K. people have turned out, and I've always liked their little 'bus since the time they made their pre-war model."

"Yes, I drove one early in '14," said Hotspark. "Nippy little friction drive thing with the push put in behind, and a radiator you could warm your feet on. I've seen the later ones

with the four cylinder engine in front. Look nice, but I'm not sure about friction drive even now."

"You will be when you hear about the new disc," said The Hyphen earnestly. "You remember that cross-country stunt at Frensham Ponds. It was the new G.W.K. that was in that act, though the secret wasn't out then. It romped up grass slopes of about one in one, and went through a jungle of stuff and over gullies like a young tank. Jolly fine demonstration."

They found the G.W.K. stand surrounded by a crowd of people who were all



For an imposing high-grade all-weather car, the 30 h.p. Armstrong-Siddeley saloon is very difficult to beat—or even equal.

WHAT IS THE GEARBOX OF THE FUTURE?

asking questions at once. A demonstrator was explaining that the new reinforced disc is made up of three rings of friction material and two metal dividing rings, and that it is absolutely impossible for even a beginner to mis-handle it and cause a "flat."

"That variable disc drive is the right idea, you know," said The Hyphen. "The best gearbox is unmechanical. I call the two-seater standard model at £285 jolly hot stuff for value."

"It isn't gear-boxes that are unmechanical; it's the drivers. I've no particular fault to find with gears, but I suppose we shall have a different system some day—hydraulic, or electric transmission, like that of the Magnetic," said Hotspark.

"Quite possible. In the meantime people are more interested in prices than in anything else this year," said his friend. "Some people have been talking about further slumps before the spring, but I should say prices have touched rock bottom now. Look at the 8 h.p. Rover at £180. That wants some beating, for it's a topping little 'bus. Plenty of sidecar machines cost more. And see what other big firms are doing. Think of having a little car with the name of Austin for £225. It's a thoroughly sound job, four cylinders, brakes on all four wheels, spiral bevel drive—everything top hole. It can get up a bat of fifty-two, and the makers claim seventy-eight miles to the gallon."

"And what's wrong with the new eight-horse Humber?" asked Verri. "There's a pretty little car made by a firm we've all



The Minerva sleeve-valve engine is a notably good example of the type, and the car is numbered amongst the aristocrats of the automobile world.

known since we were at school. Four cylinders with overhead inlet valves and the new pistons with sloped heads to stop side slap, self-starter and full equipment, for £275."

"It beats me to know why so many of the firms with big reputations bring out these small cars," mused his friend. "Must affect the sale of the bigger standard models, one would think."

"That's just where our big people are getting wily, my boy," said Verri Hotspark. "They've got the equipment, and they mean to use it. Most of

methods, you know."

"Blow standardisation," said Verri. "Some people talk as if the only way to run the motor trade in this country is to execute every person who has a new idea or improvement, stop all progress for the next ten years, and make every manufacturer grind out obsolete models at twopence-halfpenny profit per chassis. I like progress."

"But modern factory methods —"

"The only difference between British methods and those of other nations is that ours are a bit better," said the

patriotic young Englishman. "I'm sick of having other nations flung at our heads. Our designers are not handcuffed by works managers who object to anything new if it adds a halfpenny to the cost of production. That's why they lead. There has been more real progress in design in this country than any other. Our people make the best expensive cars, and the cheapest cars to run. No other country can produce a Show like this, and I'm jolly well sure no other nation could show three young fellows like ourselves who are dead keen. Too much standardisation kills interest



Though it was decided not to exhibit the new 20 h.p. Rolls-Royce, this photograph shows that harmony of design is not sacrificed in the appearance of the smaller car.

THE IDEALS OF THE YOUNGER GENERATION.

absolutely. Look at the push cycle. The dam' thing got into a rut years ago, and nobody talks about it or cares about it. Might as well talk about boots. I suppose there are a lot of people who don't know a carburetter from a live axle, and only want the cheapest possible standardised car which they can run until it grinds itself into powder, but if that is what the future of motoring is to be I shall chuck it and buy a glider."

"If you're going to talk motor politics I shall switch off," said Molineux-Jones. "Besides, I want to see the new Calthorpe. I tried just before I met you, but there was a girl there, a jolly pretty girl, and the demonstrators did not seem to want interruptions."

"Sounds like Vivia," said Hotspark Junior. "By Jove! I'd forgotten." He hurried away to find his instinct correct. Miss Vivia was in the driver's seat of a beautiful little two-seater Calthorpe. She made one realise that some pictorial posters showing goddesses in cars may be founded on fact.

"Hullo, Verri, isn't it a darling?" she said as she jumped down. "I haven't seen anything prettier in the whole Show."

"They always have made handsome little cars," he admitted, looking critically first at the 10-15 model and then at the 12-20. "Jolly good lay-out, too. Four speeds, and lots of good little points, like hot spot manifold, and positive drive to the dynamo. I like that idea, too, of extending the crankcase to make it form its own under-shield. Jolly neat. And little refinements, like



This handsome saloon is a de luxe model mounted on a 25 h.p. Berliet chassis, and it will be admitted that the combination is particularly pleasing.

spring gaiters. All-weather rig-out, too."

"Yes, I made them put it up." She smiled. "And I got in. It would be topping for theatres and things."

"You've seen the Singers?"

"Yes, I love them."

"And the Alvis?"

"Yes, that's a dream."

"And the Morris Oxford?"

"Topping."

"Also the Calcott, the A.B.C., Bean, Lagonda, Meteorite, Swift, and Standard. And the rest. You'll run



The A.C. is generally accepted as amongst the most pleasing lined small cars—and this photograph gives practical point to the contention.

out of adjectives, old dear." Verri laughed at her enthusiasm, though she was only slightly more demonstrative than he was himself. "We ought to practise some irregular verbs when we come to the Show. Something like:

I love a Singer.

Thou casteth the glad at the Calthorpe.

He dotes on Daimlers.

We have a passion for Peugeots.

You yearn for

"Lunch," said Vivia. "I'm booked for tea and

dinner, so you can do the lunch."

"It would be cheaper to find Dad," said her brother, thoughtfully.

After a prolonged search they found Colonel Sir Bevel Hotspark on the Armstrong-Siddeley stand. He was admiring an extraordinarily handsome interior drive landaulette mounted on a 30 h.p. chassis. Lady Hotspark was examining the upholstery and expressing emotion.

"By Jove, Sir, that's handsome," said Verri. "Looks like three thousand pounds."

"It's twelve-fifty," said Sir Bevel. "And the eighteen-horse limousine is nine-twenty-five."

"Top-hole value, Sir," said Verri, looking critically at the admirable Burlington coachwork. "Can't think how it's done. But I remember now that these are the people whose chassis prices are lower than they were before the war."

"I've just been asking about them," said Sir Bevel. "That six-cylinder, eighteen-horse chassis with self-starter costs exactly the same as the pre-war four-cylinder model without a starter—£500.

THE NEW PRICES ARE SO TEMPTING.

The thirty costs £700."

"Either of them would please the Mater, Sir," said Verri. "for what you save on the chassis goes into the bodywork, and you get a pukka British car that looks worth at least double its price."

Lady Hotspark beamed approval. Verri was making rapid mental calculations. If his parents bought a handsome car that pleased them at a reasonable price, his own chance of getting a sporting two-seater seemed considerably brighter, he was thinking.

"I must say I'm impressed," admitted Sir Bevel. "The ten thousand mile test of the eighteen-horse model showed the petrol consumption to be only just under twenty-five miles per gallon, and the same tyres ran right through. Good workmanship, too."

"These people make the Siddeley aero engines," said Verri, in a tone which implied that no other comment was necessary.

"Every hour I'm getting hungrier and hungrier," said Vivia, pathetically.

"By Jove! It's past two," exclaimed the Colonel. "All the better. We may get a table now."

They joined the queue moving slowly lunchward. The difficulty of finding a four-seater table at Olympia is considerable, but they found one with three seats and acquired what Verri called a "dicky" from a neighbouring party.

"The point to remember," said the Colonel rather grimly after the first course, "is that we have to be economical this year."

Lady Hotspark sighed. "All the prices have come down a lot, dear," she said.



Not only is this Lorraine-Dietrich all-weather saloon of charming appearance, but, for a small car, it is very roomy and comfortable.

"Exactly, and that is why this Show is the most tempting one I've ever seen. Cars which seemed entirely out of reach last year can be considered now. It's harder to buy a medium-priced car than it ever was, because so many of the really highest grade ones seem only a few hundreds of pounds more. For instance, I'd like a twenty Rolls this year, but I should have merely admired the forty and have thought no more about it. It's the same all round. The top-notch cars seem just within reach, and so everybody is

ever have before. They will not spend less, but they will get so much better value that they will think they have been economical. The man who has been content with a moderately decent four-cylinder car now finds that an up-to-date six-cylinder interior-drive landaulette is what his wife wants, and she's able to argue that it doesn't cost very much more."

"Well, you must admit that they are reasonable," said Lady Hotspark.

"That's the Dickens of it," laughed the Colonel. "They are so reasonable that they make us all want something a little more expensive than the cars we can really afford."

"That's right, Sir," said Verri. "It's the same with the little cars. One begins by looking at an air-cooled, twin-cylinder 'bus, and ends up by thinking that a Grand Prix racer by a really posh firm is the cheapest thing in the Show."

"If only I could feel sure prices would not fall any further —" began the Colonel.

"I don't think you need expect that, Sir," said Verri. "I've talked to lots of fellows in the trade—chaps I knew in



The Rover car is typical of all that is best in British medium powered car production, and this saloon, complete at £775, is an exceptionally attractive proposition.

AND SO TO THE WHITE CITY!

the Service, many of them are. Most of the prices are fixed for keeps till the next Show. Practically all the firms have cut costs to the limit and are banking on a bigger output. I should say that prices are more likely to go up than down."

Sir Bevel lit a cigar and watched the smoke thoughtfully. "I have been motoring for nearly twenty years, and I suppose that, taking everything into consideration, we have never been offered such value for money before," he said deliberately. "You youngsters only think in figures. Your memories are not long enough to enable you to judge values. There is no comparison between the costs of motoring to-day and in the old times. I nearly broke myself when I was younger. We never kept cars for more than a few months before we wanted something new, and big changes in design spoilt second-hand prices. Petrol was cheaper, but we used two or even three times as much as we do now. And we were always having repair bills. Nowadays one can buy a car that will run for ten years and need no renewals except tyres, which last three or four times as long as they would in old times. If we wanted speed, then, makers gave us more horse-power and more weight. They give us brains now. A modern 'ten' can do better work at about a sixth of the cost of some things I've driven which were supposed to develop about thirty horse-power, and a new 'twenty' would make an old 'fifty' look foolish."

His family glanced at one another, and nodded. Talking about old times invariably put the Colonel into a good humour.

"I shall not decide on anything to-day," he said, with a little laugh



One of the most popular of our British light cars is the Standard, notable for its splendid reliability and marked economy of operation.

as he realised the obvious eagerness of his family. "I shall spend the afternoon here, and go to the White City to-morrow—alone, if possible." He laughed again. "The Show's too big. I should like to come every day for a week. One can't see even all the old friends in a day. I want to have another look at the Daimlers and the Minervas. I've always had a fancy for sleeve valves, and, by the way, Verri, while you are looking at smaller cars, don't miss the new B.S.A., with an eleven horse, sleeve valve



No medium-powered car has a greater claim to careful consideration than the Albert, which in so short a time has become so popular a favourite.

Knight. It sounds good."

Verri's face brightened. "And don't forget the sleeve valve Peugeot," he said. "They've also got a topping little eleven side by side valve model that I rather fancy."

"I like the old firms," said the Colonel reflectively. "And one of the things that strike me about this year's Show, so far as I can judge at present, is that the older they are the livelier they seem to be. By Jove! the old names like Peugeot, De Dion, Napier, Fiat, Daimler, Bianchi, Darracq, and a dozen others, bring back memories of the old days. Ex-

perience tells, my boy, and it pleases me to see so many of the old firms still ahead. Even when you boys talk about light cars, which you quite wrongly imagine are novelties, I generally notice that the ones you admire most are those made by firms or designed by men who have been in the business before you were born."

The Colonel rose from his seat suddenly. "If you let me talk about old times," he said, "we shall stay here all the afternoon."

"I think you will find that some of the newer firms know a thing or two, Sir," said Verri, who felt it necessary to keep up the credit of the new generation.

"They do. But I like to see that the older firms are realising that they must keep up with the times. The youngsters have taught them something, and they are quick to learn. For one thing, I like to see so many of the old British stagers coming into the lighter car market, and bringing their work within the reach of people of moderate means who might otherwise be tempted to buy cheaper foreign cars. That is all to the general good."

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DOES THE PASSENGER INFLUENCE THE DRIVER?

THE MENTALITY OF PASSENGERS.

By W. Harold Johnson.

Can the mentality of the passenger become a contributory factor to good or bad driving? The writer inclines to that opinion. Is he right? If so, is a measure of responsibility to be shouldered by passengers? The point is interesting and novel. What do you think about it?

I THINK I can claim with fair safety that my motoring experience is as extensive as most people's, whether measured by the number of years over which it extends or the number of different cars handled during that period; and, like everyone else who drives with his eyes and senses open, I am continually meeting further experiences and learning valuable lessons—the latest, and certainly not the least interesting, having come my way only a week ago. It is because it is certainly not unique, but has, so far as I know, never previously been commented on, and may therefore prove of use to all drivers, that I am venturing to dwell upon it.

My party consisted of five passengers, all of whom were relatively new to motoring, by which I do not mean that they had not been in a motor-car before, but they were not what may be described as hardened travellers by whom the daily experiences of every road have become absorbed into their mentality. Coming down a hill which I think there is no harm in specifying as Cemetery Hill, Putney, we saw on the pavement at the side of the road a big horse-drawn van lying on its side. It was pointing down the hill, and obviously there had been a very unpleasant crash. Speculation as to the cause would be idle, for I did not stop to make any inquiries; and, obviously, it had happened some

little time previously, for all those involved, including the horse and the usual crowd of spectators, had disappeared. Nevertheless, a big four-wheeled van lying on its side on what was unmistakably its wrong side of the road provided indisputable evidence of a very nasty smash.

As soon as he saw it, one of my passengers literally began to roar with laughter. I have never encountered a more honest and free expression of genuine mirth. It was one of those laughs that make all who hear them want to join in the chorus; and, really, anyone passing would think that the cause of the mirth was that a joke had been cracked worthy of the very best pages of *Punch* at its zenith. As I say, the details of the accident were unknown to me, but, judging

from what I saw, it is at least conceivable that some men and a horse were killed. Possibly no one was injured at all, for one never knows how these accidents are going to turn out; but that is immaterial. On the face of it, we had here the aftermath of a miniature shambles. On the attitude of mind of a man who could see cause for humour at such an occurrence I have nothing to say, but imagine an inexperienced driver at the wheel of a car and try to conceive the effect of this passenger's mirth on his mind. Would it not tend to encourage him to regard such an accident as a mere incidental of the day, a mere trifle to which no more than passing attention should be devoted so long as he himself were not directly involved? And, granted so

much, would it not tend to make him careless of the usual amenities and courtesies of the highway? In other words, and in a nutshell, might not such a passenger's attitude be an indirect but a quite potent cause of accidents in itself?

This seems to be a point worth investigating, and also a point that throws some light on the inevitable occurrences that are regularly happening in connection with the charrs-à-bancs. You have a hilarious crowd usually irresponsible and seeing in the misfortunes of others nothing but cause for further hilarity. It would indeed be a strong-minded driver who resisted infection.



In this issue of THE MOTOR-OWNER there is an Accessory Supplement. Accessories add greatly to the joys of driving, and the choice available is extensive. This is the fascia board of one of our Editorial cars—an Angus Sanderson, with a special saloon body. The extras are the two C.A.V. dashboard lamps, a Tapley gradient meter, a Smith aneroid barometer, and an ash tray.

WHEN IS A GOLF COURSE NOT A GOLF COURSE?



To golfers these pictures unfold a sad, sad story! They are both taken from identically the same spot, though, as the foliage indicates, at varying periods of the year. The lower picture shows the first tee shot at the late—and, by its members, much lamented—Wembley Park Golf Club. The green used to lie just short of the trees in the distance, and the bunkers guarding it and a misplaced second are clearly seen in the picture. Now turn from that pleasant scene to the banal commercialism of the upper picture. From the ashes of the first green has arisen the pièce de résistance of the coming British Empire Exhibition, the Stadium and football ground with its tiered accommodation

for 120,000 "muddled oafs!" There is quite an amusing little history to this transformation. It is not the first time this particular plot has proved false to its old love. In fact we can see in this present change a veritable vendetta—the Great Revenge! Before it was a golf club it was—an Exhibition Ground! The foundations of the old Exhibition Tower, which was to surpass the Eiffel Tower, are still to be seen. But the tower scheme was doomed to failure. It was a case of "Ei-fell"—the foundations would not carry it, and eventually the site was converted into a golf course—now to be re-converted to Exhibition Grounds. It is hoped to have the ground ready for the next Cup Final.

THOUGH TRAVELLING EAST, THE VALVE MAY GO "WEST."

WIRELESS AS AN ADJUNCT TO MOTORING.

There is much yet to be done before we can generally regard wireless as an adjunct to motoring. At the present time it is really possible only in the more expensive vehicle, luxuriously suspended, for road shocks and jolts are generally disastrous to the filaments of the valves, and even those cars which are free from severe vibration have to be specially treated in order that their ignition systems and other potentially detrimental forces are precluded from interfering.

ONE often hears and reads much about the possibilities of wireless in connection with motoring, and one or two firms have gone so far as to design receivers for special attachment to motor vehicles for the benefit of those enthusiasts who think that it would be practicable and worth while to punctuate their pleasure tours by halts by the roadside for listening-in to any broadcast that may be going. The writer may be short-sighted, but it is not unlikely that we are a long way yet from any such development of wireless. No matter how well constructed the present-day wireless receiver may be, it is essentially a very delicate and fragile apparatus, and as all operators know, although such receivers are stationary and carefully tended and looked after, one is always apt to be troubled by loose connections and other conditions causing bad reception.

If this be so, what are likely to be the average results obtainable from a receiver constantly being transported over roads in all conditions of repair, and of course always practically connected up ready to be used at a few moments' notice, when a change of recreation is desired? The working life of a valve is shortened every time it is pulled out of its socket; and unless, even in home use, they are treated like eggs, their life is very short. No matter how they may be wrapped up in boxes lined with cotton-wool when carried on motor vehicles, the delicate filament wire will be constantly subjected to vibration and shocks, and it is fair to assume that it will be very necessary for a would-be motor-owner-cum-wireless enthusiast to carry a supply of spare valves to replace a certain percentage which would be pretty sure to "go west" during a long journey.

Another point against the idea is to be found in the limitations of the temporary arrangements which would have to be suffered "on the road" in regard to aerials. A receiver designed for use on motor cars, and to work on frame

or make-shift aerials, would have to be more powerful than the average set to cover any useful range for reception. It is impossible to think that motorists in any number will carry receivers simply to tap in at odd times during the day while on tour, to listen in to amateur transmissions; and until the broadcasting programme, which is now contemplated, is extended beyond the hours of 5 p.m. to 11 p.m., so that good broadcasts will be available throughout the day, such receivers attached to cars will be practically useless.

There is another aspect of this subject which must not be forgotten, which is, that under the present regulations a receiver must not be used beyond a range of ten miles from the address of the licensee. If wireless telephony, therefore, is to become a serious adjunct to motor touring, this regulation will have to be rescinded so that receivers can be carried anywhere in the country, just as the cameras of motor tourists can be taken anywhere by their owners. It may be that when we have had another two years' experience with wireless we shall have got down to something which we have not got now—a sturdy, fool-proof and utterly reliable receiver which will stand as much knocking about as a camera without impairing its efficiency; but until this happens the writer is afraid that all the dreams of those who foresee the attachment of an efficient wireless receiver to the touring car of moderate cost, and ordinary suspension, will remain dreams.

In the case of cars *de luxe*, like the Rolls-Royce, it might be possible to carry a receiver without damage and to use it *en route*. But a receiver in use on, say, a travelling 8 h.p. Rover seems an impossible proposition.

It has been suggested that wireless telephony will meet the need of motorists for some method of communication with repairers, hotels, home or other places, while they are on tour and possibly not within easy access of the ordinary telephone. If motorists are to enjoy the privilege of communica-

tion by wireless, it follows that in addition to possessing receiving facilities they must also be able to transmit. As things now stand it is the firm intention of the authorities to limit the issue of transmission licences on a very strict basis; and, all things considered, this is not an unreasonable attitude. Therefore, unless transmitting sets are allowed on tourists' cars, the receiving sets carried will be useless for bringing help or assistance when stranded by mechanical breakdowns, and the land line telephone will remain the only means whereby repairers and hotels, etc., can be communicated with.

The best practical use for wireless receivers in connection with motoring now possible is in connection with evenings spent in hotels in towns, cities, or hamlets, where no attractive evening amusements are available. In such circumstances, assuming that the Postmaster-General will extend the ten-mile radius for the movement of receivers, it will be very interesting, after the wash and the meal, to unhitch the wireless receiver from the car, connect it up, and listen in for any broadcast concerts happening in that neighbourhood. If full mobility is granted to motorists having wireless sets, receivers will be carried among the luggage on the car and frequently used after the day's run when other amusements are lacking.

With regard to the present position concerning wireless generally, the outlook has become much more encouraging. Although experimental licences are hard to obtain, it is possible that by the time these lines are in print one will be able to walk into any post office, put 10s. on the counter, and come away with a broadcast licence, which, as indicated in the last issue of THE MOTOR-OWNER, will permit the use of a receiver with a very wide range and high efficiency—subject, of course, to the restrictions concerning reaction. The Broadcasting Company is formed, and is on the eve of registration. The broadcasting programmes are practically completed, and wireless

WHAT ARE THE WIRELESS WAVES SAYING?





DRAWN BY DANA GIBSON

HERE'S a pretty little problem picture for you! What are the wireless waves saying? Who can guess? The varying expressions are very intriguing. To start with, paterfamilias looks bored to death! Have German marks slumped again? Then there is Uncle Beaver! He seems to be more interested in the effect the "waves" have on papa, than in anything else. And what of mamma? Is she languidly interested, superciliously titillated, or dubiously doubtful? Who knows? Finally we have mademoiselle. What are her thoughts? Is she glad, indifferent, or just a shade sad? Frankly we do not know—neither can we guess what it is really all about.

T H E R E F O R E

We offer a prize of a "Motor-Owner" mascot—or any similar little memento you may fancy—for the best Title to the Picture, answering the query "What are the Wireless Waves Saying?" A post-card will do for your attempt—but post it at once.

A SUCCESSFUL EXPERIMENT.

enthusiasts in the Home Counties will in the course of a few days be enjoying a long broadcast service every evening. Manchester will probably be the next area to be covered, and possibly six other stations will be in full operation by the time we reach the New Year.

The only "fly in the regulation ointment" is the uncertainty as to the position of possessors of home-made apparatus. All the official communications have consistently ignored possessors of home-made receivers, and the information so far offered by the broadcasting companies of the G.P.O. leaves them still quite in the dark as to what their position will be when the Broadcasting Company, with the co-operation of the Postmaster-General, releases hordes of inspectors who will visit the domiciles of all licence holders and examine their apparatus. Those who have purchased ready-made sets from licensed manufacturers will experience no troubles or hardships, but the enthusiast who has preferred to make up his own set will probably be in a very unhappy position, because he will undoubtedly be subject to the whims and prejudices of inspectors who will exercise their duties "to the letter," and may therefore consider it necessary to condemn for use any apparatus which does not strictly conform with the broadcasting regulations. Those, of course, who have watched the regulations and warnings carefully will have made sure that their circuits will meet with official sanction, which will be indicated by an indelible marking impressed upon their apparatus; but it is possible that other receivers, quite efficient in every way to their owners, will have to undergo drastic revision in regard to their internal circuits before they can receive the approval stamp.

The various royalties payable on receivers, from the simple crystal set to the multi-valve types, have been fixed; also a list of royalties has been published which will be applicable to parts such as valves, aërials, telephones, and other important adjuncts. The writer was surprised recently, when purchasing some fixed condensers at the Wireless Exhibition, to find that the price had been raised by a couple of shillings, and in reply to a protest was informed that the increased price was due to royalties then being paid to the Broadcasting concern. This means that any maker of a home-made set cannot assemble an apparatus to-day from complete parts obtained from various firms, without having already

paid a sum in royalties. But it remains to be seen whether, after assembling an apparatus from parts already carrying royalty payments, the Broadcasting Company will insist upon further payments to bring the total royalty, according to the per valve or other basis, up to a sum equivalent to that payable on a manufacturer's set of the same "valve power."

Many owners of receivers made by well-known firms are congratulating themselves upon having acquired these receivers before the amount of the royalties was settled. In the writer's case, for example, he has saved four guineas, for, whereas his receiver cost, in April last, ten guineas, that apparatus is now priced at fourteen guineas, and in reply to an inquiry as to the "why" of this increase, the explanation was given that it was due to the royalties now payable to the companies interested in the Broadcasting Company. It may now be a matter of conjecture whether a receiver sold before the imposition of the royalties will be subject to such payments. Looking at the matter from a common law point of view, it would appear that no claim could be made, for the reason that when such machines were offered for sale no warning of any supplementary payment was given to purchasers, and therefore if royalty claims are pressed in regard to "back sales" by the owners of the patents, they could only hope to receive such payments, if called for, from the manufacturers, who would surely have no grounds whatever upon which they could reasonably or legally approach their customers—in the writer's case for four guineas—to assist them in meeting such royalty claims. In referring to this interesting matter there is no intention whatever to get the "wind up" among owners possessing sets purchased free of royalty payments, but it is certainly interesting to realise that if such royalties cannot be claimed, the wireless enthusiast who made the plunge early is in the position of the "early bird which caught the fattest worm."

* * * *

Since the foregoing remarks concerning reception on cars were passed to the printers of *THE MOTOR-OWNER* a somewhat astonishing development has occurred. The Daimler Company, in conjunction with the Marconi Company, has carried out a successful test in wireless telephony on moving cars—two high-priced Daimlers, fitted, of course, with up-to-date suspension.

THE MOTOR-OWNER representative, who joined the party which left London for the well-known Writtle broadcasting station, went avowedly as a cynic—but the feat *was* accomplished. During the outward journey speech and music were constantly received, and later, on the return journey, Writtle chimed in with its usual Tuesday evening concert, which was clearly audible throughout. Although, however, the remarks on this subject at the commencement of this article were, shall we say, antagonistic, we do not feel inclined to do much in the way of dotting the i's and crossing the t's. For this test indicated that big receiving power is necessary for satisfactory reception. A six-valve receiver supplemented by a two-valve amplifier was employed, and as a frame aerial, with no "earth," was used the strength of the received signals was not more than those ordinarily received on a similar transmission power and distance with an average two-valve outfit. It was disclosed that much remains to be done in the way of eliminating interference from the magnetos of passing motor vehicles and, above all, overhead electric tramway circuits, while here and there during the journey the reception was severely "screened."

The cars used had been specially treated in order that their ignition systems were precluded from interfering; the engines were swathed in a sheet of fine-mesh copper gauze, and this protection was also applied to the receivers. Without such provision, we were informed by the Marconi engineer that practically nothing would have been heard.

We will, however, recant to the extent of admitting that if "expense is no object" owners of the best types of cars can to-day enjoy wireless *en route*, and we were interested to learn that the Marconi Company have no doubt whatever that the whole idea is really practical.

It is possible that, when the ideal set is discovered the ear-phones will be discarded for one efficient loud speaker, supplemented by just one ear-piece for "tuning in." After personal experience, we can say that the wearing of ear-phones on a moving car—even to the mere male—is not comfortable; as for the ladies, they are to-day objecting to them for home use when hats are not worn. In the car, of course, hats will be worn, and unless the lorgnette type is used the loud speaker is the only alternative.

MOTORING REDUCED TO TWO KNOWN QUANTITIES.

F I T S A N D M I S F I T S .

By Fred Gillett.

This is a medley of humour and wit on Show matters—real and imaginary. The author is perturbed about the difficulty of getting the right car to fit the right purchaser: which is frequently one of the real troubles which beset the visitor. He tells you of a case in which the unwitting agency of a cream bun finally brought contentment to two searchful malcontents: very silly, but quite amusing!

ONCE—or twice—upon a time travellers on road-wheels had to adapt their infinite corporeal variety to one type of vehicle, and that an ill-fitting one. It possessed the stability of a carriage without the equanimity of a horse. It had, of course, "reached finality"—in discomfort.

Horseless carriages were nearly as comfortable to their occupants as sitting in a high-backed chair in front of a leaky gas stove during an earthquake. A motorist buying a car was like a knight-errant buying a ready-made suit of armour. He might get a fit—possibly an apoplectic one. Even the few who got fits found difficulty in getting starts. An advertiser used to announce, "I cure fits!" Our real need then was a curer of misfits.

As soon as the bold, bad pioneers of the industry grasped the truth that human bodies are not plastic masses to be poured into a standardised mould, like jellies and cornflour shapes, it occurred to the brainful manufacturers that it might be possible to adapt the vehicle to the man. So they decided to make the punishment fit the crime—that is, make the motor-cars fit the motorists.

This "object all sublime" was accomplished, like the building of Rome and the enlargement of Olympia, not in a day. Every year in the month of November, all the star-turn manufacturers and traders would pose themselves in the limelight on the palm-decked stands, take off their Lincoln-and-Bennetts, raise their eyes to the Band and Bibendum in the gallery, strike an Aston-Martin-Harvey attitude with one foot on the running board of their that-year's model, and declaim the stirring slogan:—

This is a far, far better car than—
etc.

Or (*à la Coué*):—

Every year in every gear our cars
get better and better.

Or:—

This year we have tackled a better
and better carburetter than you have
ever tickled.

Into the preceding paragraphs I have condensed volumes. I have given a Putted History of Car Driving from its earliest pre-ignition to the present moment. I say "Putted," not "Potted," because the correct method is to treat your subject as a golf ball and get it from tee to green, as it were, in as few strokes of the pen as possible. In short, we have by the two-stroke drive-and-putt treatment reduced motoring to two known quantities—

1. An infinite variety of motor-cars.
2. An infinite variety of motorists.

Now, having got all our varieties of cars and their prospective owners under one roof at Olymp—I beg Shepherd's



DRIVEN by Captain A. G. Miller and Mr. L. C. le Champion, in alternate periods of three hours, a 15 h.p. "Wolseley" (with the bore and stroke reduced to bring it within the limits of Class "B") was successful in obtaining twenty-three records at Brooklands recently. The exact figures and full particulars will be found on page 57 of this issue.

Bush's pardon—under two rooves at White-Olycitympia, they can proceed to sort themselves out by the somewhat complicated but entertaining process of natural selection. The struggle for perfection starts at the turnstiles with the arrival of the fit in search of the fittest. There is confusion at first in the apparent superfluity of choice; but this is only apparent, just as one may enter a ballroom full of dazzling and charming people who all seem (and, of course, are relatively) perfection. It is not till the eliminating small hours that the dancer discovers that there is just one of all those beautiful perfections whose steps exactly synchronise with his, or hers.

In finding a car to fit each individual it does not follow that the large man necessarily requires a char-à-banc, or the small man a Morgan. Mr. Multum measures sixty inches round the lower chest, and the only slender figure he possesses is in his pass-book. On the other hand, Mr. Minim, the multi-millionaire, would pass as a lightweight jockey. Mr. Minim feels at home in a 60-horse Maximum, while Mr. Multum prefers a 7-horse Parvo, and both are contented; their respective tastes in car bodies being in reverse ratio to their own terrestrial corporal cubic capacities.

Space does not permit—nor does the Editor—to follow the adventures of every visitor to the Show; so I will content myself, and, I hope, the reader, with the romantic story of two typical cases: that of Lieutenant-Colonel Catkin and Miss Hazel; and that of Mr. and Mrs. Noah Palmar and their five olive branches.

Colonel Catkin, D.S.O., and his fiancée, Miss Hazel, want—they don't know exactly what, but if they saw the particular car they would know it in a minute. Money is no object with them. They want something dinky, a miniature monster into which they can tuck themselves as into a nutshell. It must be small but roomy, of low horse-power but ample speed, and it must be a perfect excelsior at mountaineering.

They want a two-cylindereed "straight-eight," to speak paradoxically.

They nearly found the exact thing a good many times, but not quite. There was always "the little more, and how much it is!" that made them decide against "the little less and what worlds away!" Of course they examined a number of exhibits flirtatiously out of curiosity, with no intention of buying; notably the "Ark" car, a fine large family car of moderate price. In fact they were looking at it when Mr. and Mrs. Palmar and family passed by in quest of their own particular ideal. Towards the end of the afternoon Colonel Catkin and Miss Hazel began to think they should never find exactly what they wanted and must be content with an "Allbutt" or a "Nearly." They had looked at almost every car in the Show—but not quite all; for in some cases the crowd was so great round certain stands that they could not get near them. That is how they came to miss seeing the "Nutshell." A crowd was monopolising it. The crowd consisted mainly of the Palmar family aforementioned.

Mr. and Mrs. Palmar and their olive branches, the Misses Olivia and Violetta Palmar, Masters Oliver Cromwell Twist Palmar and Oliver Lodge Plugg Palmar, to say nothing of Master D'Oyly Cartewhuile Palmar, wanted a hold-all car. It must combine the price of a Citroën with the appearance of a Hispano-Suiza and the accommodation of a Pullman. Towards tea-time they began to fear there was not such a car in the Show.

In the tea-room the Palmar family happened to occupy the table next to that of Colonel Catkin and Miss Hazel. Miss Hazel was wearing a coat of pale grey duvetyn with silver fox fittings. It may seem of small importance to specify Miss Hazel's costume. But, perpend!

Miss Hazel was sitting, as it were, on the carburetter side of one table, and Master D'Oyly Cartewhuile Palmar on the exhaust side of the table adjoining. He was eating a cream bun. He dropped his bun, and it fell with its creamy side downwards on Miss Hazel's pale grey coat. It is a poor bun that blows nobody any good, and this little incident led to a sudden and informal introduction of the Palmar family to the Catkin-Hazel party.

"Oh! your beautiful new coat, ruined for ever!" exclaimed Mrs. Palmar, figuratively pouring the oil of effusive apology on the troubled

cream-stain. To which Miss Hazel replied with a shock-absorbing, mechanically-operated smile that it was of no consequence, could be cleaned, and if it couldn't, after all it was only an old coat which she had had for days!

Paterfamilias Palmar addressed his youngest son less politely, and Colonel Catkin, acting as a buffer, said boys would be boys, and that it was lucky they didn't put mobiloil instead of cream into buns; and so the introduction was made, the British reserve melted, and conversation became general.

MRS. NOAH PALMAR: "What a crush, isn't it? I tell my husband every year I don't think I can manage to struggle through another Olympia; and yet here we are. We can't keep away from it. It's like going to the Royal Academy to see Lady Rock-savage's latest portrait. Don't you find it exhausting?"

MISS HAZEL: "Not a bit. One hasn't time to be tired. One gets so engrossed in hearing all about the latest thing in spark-gaps, and all the other newest gadgets. Have you seen the lovely MOTOR-OWNER supplement of them?"

MRS. PALMAR: "Yes, but I'm afraid I don't know what a gadget is. If you were to hold up a carburetter in one hand and a cardan shaft in the other I couldn't tell you which was which. But, my children could. Wonderful, the power of steam, isn't it! I wonder what they'll invent next. How they think of all these clever things is a puzzle to me."

COLONEL CATKIN (to Mr. Palmar): "No, not made up my mind yet. Can't find quite the ideal. Either we've missed it, or it's missed us. We want something in the nature of a mighty atom. A megalomicrocosm, if you understand. I think we've looked at every car in the Show except

one, and we couldn't get near that for the crowd."

MR. PALMAR: "I expect that crowd was us. There was one car I couldn't drag my boys away from. But it was no use to me as a family man, a father of crowds. What is a two-seater among seven? It's a high-priced car, too; and I'm low-priced. However, if I were a single man and had plenty of money, I should buy that little car. It was called the 'Nutshell.' I should think it would be just the car for you. The man said it had climbed Beggar's Roost at fifteen miles an hour with two up on top twice."

COLONEL CATKIN: "Got to the top on second, he meant perhaps?"

MR. PALMAR: "Perhaps he did. Anyhow—"

MRS. PALMAR (to Miss Hazel): "And I feel so sorry for the poor stand attendants, having to answer absurd questions all day long, but so patient. My children ask them the most dreadful, uncanny questions about machinery, and they always have the correct answer ready. One of my boys asked a good-natured young man why cylinder walls were coloured green, and he answered at once, "Because engines don't run so well on "pink." Now, I shouldn't have thought it mattered what colour—"

MR. PALMAR (to Colonel Catkin): "My difficulty is much the same as yours, sir. I can't find exactly what I want. I want something to carry a large and growing family of seven with luggage, stand plenty of rough usage but always look smart, never need overhauling, do fifty to the gallon, light on tyres, capable of climbing anything from Primrose Hill to Mount Ararat, and costing about the price of a selling-plater—"

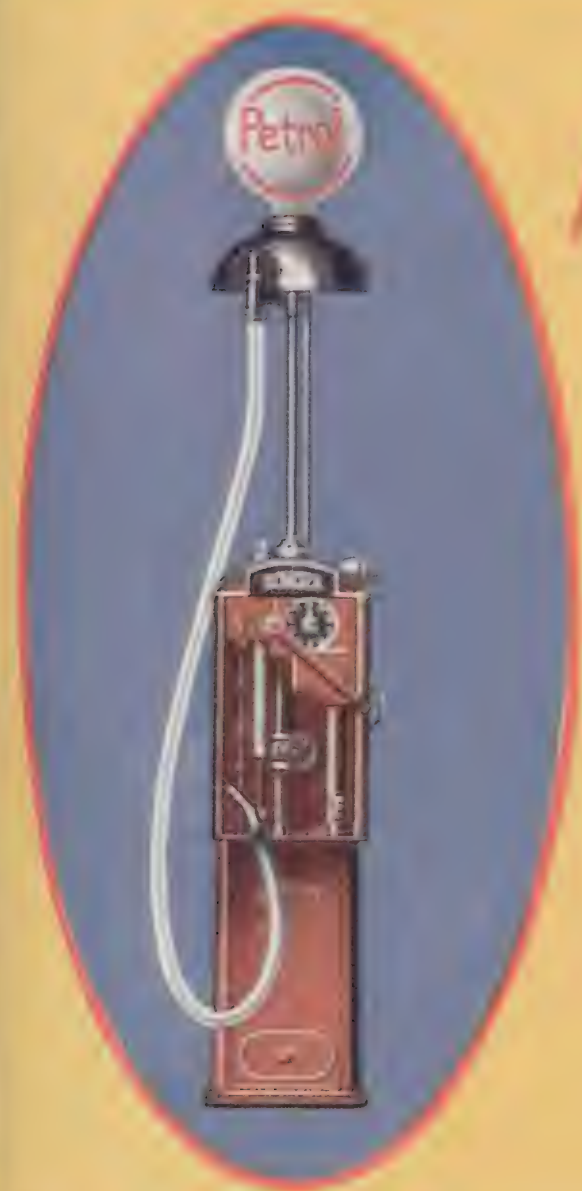
COLONEL CATKIN: "I know what you want. You want the 'Ark.'"

MR. NOAH PALMAR: "We must have missed that. I'll go and see about it straight away. And I advise you to try that 'Nutshell,' Colonel."

So, these two parties, having selected suitable cars for each other, went their ways and were lost in the crowd. The Catkin-Hazels curled themselves into a "Nutshell," and the Noah-Palmars spread themselves in an "Ark." And the poor little cream bun that was the cause of it all lay on the tea room floor unswept, unwept, and unhonoured. Such is often the fate of pioneers. *Sic transit gloria mundi.*

MERCI BEAUCOUP!

Our postbag always contains a number of letters from generous-minded readers who have courteously recommended this journal to their friends. The Editor cordially appreciates this evidence of the popularity of THE MOTOR-OWNER—but would even more keenly value the opinions of readers on the varying contents of the journal. What is the type of article you like best? Which do you consider the most interesting? Which the least interesting? Is there any other feature you would like to see covered? We should be indebted for such views, suggestions, or criticisms from you if at any time you chance to have a few spare minutes in which to commit them to paper.



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FAIR LADY, THIS IS ALL FOR THEE!

M A T T E R S O F F E M I N I N E M O M E N T.

One of the marked features of motoring development at the present time is the growth of feminine interest in all matters pertaining to the car and the open road—not forgetting, of course, that wondrous and illimitable field of fancy encompassed by the one little word—Dress!

THE feminine point of view at Motor Shows in pre-war days was usually only a passenger's point of view, and even in the sartorial world motoring fashions were limited to this narrow field. To-day, however, many women are owner-drivers and, even though they may not always choose to drive about town, are yet keen on the delightful touring week-ends when they will readily take their share at the wheel. The designer catering for feminine demands must consider comfort even with the sporting body. Low seats, well protected by a wind-screen that has not a metal frame which cuts the driver's view; controls that are within easy reach even when the driver leans comfortably against the cushion; and the wheel raked well over for the same purpose—these are primary demands of the feminine owner-driver, while she will welcome wide mud-wings so that on really bad roads both she and her passenger at the back escape the unpleasant splash.

A recent practice in some cars of blocking the driver's seat forward, although leaving pleasant elbow room, adds considerably to the difficulties of conversation. It is a constant temptation with the forward-thrust seat for the driver to turn her head towards her companion when conversing—a highly undesirable practice, especially in traffic. In big cars, or where the pedals might be out of comfortable reach for a lady, a loose leather cushion to match the rest of the upholstery is a useful addition to the equipment.

Although we no longer need to envelop our heads in the terrible "motoring caps" and heavy veils of our courageous predecessors—surely no greater test of feminine devotion to motoring was needed—at least a woman gains an immense amount of comfort even in a closed car if she wears a toque or close-fitting hat for any long run. Felts, velours and duvetyns, for hard wear must, of course, take first place. Many of the

models are so pliable that they can be twisted or turned into a dozen different shapes, but perhaps one of the most successful of the moment is the "cloche." It is becoming to the majority of women and for the driver is a protection to her eyes, and worn in conjunction with a fur collar serves as a considerable shield in cold weather. It is a great convenience this season that quite a number of comparatively large hats have a narrow brim behind, enabling the wearer to lean back in comfort. A more dressy material for the small motoring hat is hatters' plush, its lightness being not the least among its merits. Black velvet, like the poor, is always with us, but the models of an exclusive order are no inexpensive luxury. For the girl of two or three and twenty, on a limited dress allowance, the small ribbon hats have a gay little air that their more costly competitors may well envy.

For real touring, the long coat is undoubtedly the ideal, and for day wear these follow a rather slim outline, but evening models have long since given way to the ever increasing width of the frocks beneath them. Month by month our frocks show a marked inclination to widen at the hem even in such materials as chiffon velvet, while in taffeta, lace, or almost any light material a four-yards hem is nothing out of the ordinary.

A light but cosy material for the long coat, when fur is not necessary, is the brocade velour de laine, while the new cloquée embroidery brings velour coats into service for really smart occasions. A very attractive model seen recently was of black satin, trimmed cloquée embroidery, and lined with a yellow leaf shade of suède velour. Wide turned-back cuffs were similarly faced.

There are one or two assets to a long day's motor run without which no wise woman will venture forth. First and foremost are the little gold boxes, no larger than a cigarette case, but containing two coloured powders, lip salve, pencil and cold cream, with an excellent mirror in which one can see

more than the mere tip of one's nose. When lunch-time comes round or a destination is reached, the ravages of east wind, rain or dust are so much more swiftly repaired by this means than by an agitated hunt through pockets or a bag for first a mirror, then a puff, and so on. Paris brought out endless designs in these little cases, and they are rapidly becoming popular in London. The next item is the tiny travelling flask of a favourite perfume, and in this matter fashion is very kind to us at the moment, since what could be more refreshing than the flower essences which have superseded the heavy Oriental scents? It is interesting to note that "Paris," "Aujourd'hui," "Midsummer Night," and so on, are amongst the latest names given by the famous blenders to their creations. There is still some lamenting in the feminine world over the high price of perfumes, but behind the gleaming flacons on the glass counter is a long avenue of processes, back to a wilderness of flowers spreading in a great fan as far as the eye can see, around the little village of Grasse in the Alpes Maritimes. It is a strange sight to watch the hundreds of "pickers" gathering the wonderful harvest and see great cart-loads of bloom hurried to the factory that they may yield their fragrance. Perhaps some idea of the work may be gained by the fact that it takes two thousand kilogrammes of violets, for example, to produce one kilogramme of perfume, and tens of thousands of kilogrammes of each flower have to be dealt with in the factory each day. It is still more unexpected to discover that "musk" is obtained from the wild goat of Thibet; while "Ambre," a familiar addition to French eau-de-cologne, is drawn from that faithful servitor of feminine needs—the whale! But the mysteries of scent manufacture are within easy reach of those fortunates who are ready for an early flitting to the Riviera in search of the sunshine which we have found so elusive during our alleged summer in Britain.

AN IDYLL OF THE IDEAL IN FEMININITY.



EVENING gowns are apt to be of velvet this season, and an example of a new dance frock carried out in black velvet and net is shown on this page, a touch of colour being introduced in the belt, which is of sapphire blue and silver tissue ribbon, and tied in a bow over one hip. A novel and becoming feature of this dress is the little cape of net trimmed with graduating widths of velvet ribbon to correspond with the overskirt, which gives a very charming effect.

Below is a hat of chiffon velvet in two shades of smoke grey, the underlining being several tones lighter. It is trimmed with bands of black monkey fur falling across the top of the crown and down on to the wide brim on the right side.



AUTUMN FASHION IS JOYOUS.

FUR coats are particularly interesting at this time of the year. Broad tail, caracul, beaver and nutria, the latter especially for short fur coats, will be very popular this season, and there is a tendency towards very bright linings. The coat shown in our photograph, which portrays the new straight silhouette, is of black musquash, the large enveloping collar being carried out in Russian sable. The hat worn with it is of rich nut brown velvet trimmed with brown osprey mounts introduced into the soft folds of the crown.

The tendency in winter hats is in favour of all shades of brown, together with copper and rust combined with black, while the new shade known as almond green is also very popular. The photograph shows a new model in golden brown velvet trimmed with a wide faille ribbon bow.



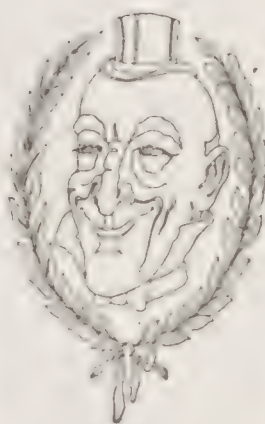
PROMINENT PERSONALITIES PILLORIED. (BY REGINALD MOON.)



If I had a Bean what wouldn't go,
Do you think I'd wallop it?—Oh! no, no,
I'd give it some petrol, bought with the "dole,"
And play Mays-Smith—with a stroke a hole!



I love little Starley, his coat is so warm,
And if I don't hurt him, he'll do me no harm,
So I'll not pull his leg, or drive him away,
But get a new Rover, (not now)—some day.



Old King Cole was a merry old soul,
In the Humber works sat he,
He called for his pipe—a pencil too,
Sketched truncated pistons—slap free!



Little Boy Blue, come blow up your horn,
There's sand in the gearbox, the "mag" is in pawn,
Where's little Instone, that looks after the job,
Out in a Daimler—s'welp me bob.

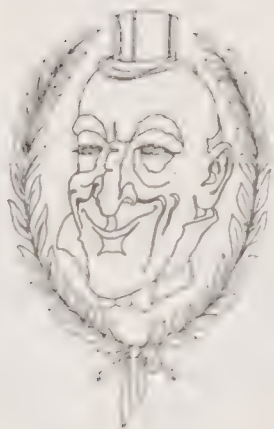
PROMINENT PERSONALITIES PILLORIED. (By REGINALD MOON.)



Jack and Jill went up the hill,
To get the A.C. water,
Jack fell down and broke his crown,
Said Edge "He hadn't oughter."



Pussy cat, pussy cat, where have you been?
With McCormack to visit the Queen.
Pussy cat, pussy cat, what did you there?
I bought some Wolseley underwear!



Hey diddle diddle, Mr. Vane and his fiddle,
"Proved Best" is his tune, as of yore
The little cars laughed to see such sport,
When the "Six" ran away from the "four"!



Sing a song of sixpence, now that Pa is on it,
Four and twenty horse power, underneath the bonnet,
When the bonnet's opened, the horses are not in,
Isn't that a dainty dish to set before Austin.

THE ARTISTRY OF COACHWORK.

Prefacing his remarks on the current practice of coachbuilding with a few interesting historical facts, the author tells you of the development tendencies which will constitute the leading factors of the body builder's art during the coming season.

ON Friday, November 3rd the sixteenth Motor Exhibition opened its doors, and certainly not the least interesting feature to car owners are the exhibits of the coachbuilders. Indeed, there is little doubt that with each year increased interest is taken in the craftsmanship of the body builder, and when one considers that the products of the world's leading coachbuilders (it being an indisputable fact that the coachwork of the foremost British carriage makers has no equal) are assembled under the dome of Olympia, it is not surprising that motorists congregate in their thousands to view the most recent examples of luxury travel equipages.

It is not without interest to reflect on the evolution of coachwork, and especially as applied to the mechanically propelled vehicle. It is, perhaps, not generally known that the word "coach" is derived from the town of Kotze, in Hungary, where it must be admitted that the first coach was produced. As far as this country is concerned, the first coach was built in 1555, but it is only during the last 150 years that perfection has been reached. These early vehicles were slung on heavy straps, until about the year 1700, which marked the introduction of the steel spring, and during the ensuing 100 years rapid strides were made in regard to design, with many fine carriages being produced, including the "four-wheeled" posting chariot, the landau, the cabriolet (an equivalent to our coupé of to-day, with folding hood), the "two-wheeled" whis-

key or gig, and curricie, of cabriolet type with dickey seat. It may be imagined that in the early days of the industry makers were at least saved the rush in the completion of their productions with which the coachbuilders of to-day have to contend, but this does not appear to have been the case, as in the Diary of Mr. Samuel Pepys, during the year 1669 a visit "to the coachmakers" is recorded, with the information: "My Coach is silvered over, but no Varnish yet laid. I stood by it till eight at night and saw the Painters Varnish it. I sent the same night my Coachman and Horses to fetch the Coach home." That the coach of Mr. Pepys was varnished and delivered the same night will perhaps afford some comfort to our harassed body builders of the present day who have difficulty in convincing impatient patrons that weeks, and not days, are a necessity to coach painting of the highest grade.

The advent of the mechanically propelled vehicle quite naturally received a somewhat hostile reception from the coachbuilders, who found it difficult to appreciate that the crude motor chassis was destined to supersede the brougham, the victoria, the phaeton and the four-in-hand. True, little encouragement was forthcoming from the chassis manufacturer, whose time was too fully occupied in an endeavour to produce a car which would in fact travel (and perhaps climb a modest hill) to give the slightest consideration to such minor details as bodywork, and as a result the coachbuilder entered into the new branch of his trade with but little enthusiasm.

One has only to visualise the early chassis to appreciate how impossible a task was set the coachbuilder to transform into a thing of grace and beauty the motor car of the nineties, in all its ugliness. If, therefore, the first efforts at motor body construction resulted only

in the mounting to the chassis something similar to a portion of either a brougham or victoria body it is perhaps excusable, and if at the outset the conservatism of the coachbuilder prevented him from entering whole-heartedly into the new era of travel, he has now beyond all doubt risen to the exigencies of the times. The perfected motor coachwork of to-day—the luxurious limousine saloons, the town landaulettes, the coupés and the "all-weather" types outvie anything that may have been anticipated, and surpass in excellence of workmanship and comfort the old-



One is prepared to accept the good quality and breeding of the Napier chassis as a matter of course, but we also always look for something outstandingly pleasing in coachwork—as, for example, this happily lined open touring model.

CARS OF COMFORT AND CHARM.



Above is illustrated a particularly impressive design of town carriage. Mounted on a 25-50 h.p. Sizaire-Berwick chassis, the body is beautifully finished in black and cream. The head is fixed, but all windows can be lowered, including the one immediately behind the driver. There are two spare wheels, one on each side, and a leather hood, shown rolled in the picture, covers the driver by being attached to the wind-screen.

In the bottom left-hand corner is a fine example of modern coachwork, as designed by W. H. Arnold and Co., one of those pioneer firms who, as mentioned on the previous page, received the advent of mechanically propelled vehicles with hostility, but the "Prince" sportstouring body, mounted on a 24 h.p. Delage chassis, as illustrated, shows the



extent to which their views have altered.

Somewhat unusual, but none the less attractive, lines are present throughout the Park-Ward body, mounted on a Hispano-Suiza chassis (top right-hand corner). As required it can be quickly converted from a front-and-rear-seater touring model to a large two-seater, the rear seats then being available for luggage and spares. The centre illustration—of the interior of the Crossley saloon—shows the sliding emergency seats and the luxurious upholstery.

Another splendid touring body is that of the 40 h.p. six-cylinder touring model (illustrated below) designed to seat five persons. "Grace with strength" is the keynote of this impressive body, and it is worthy of the famous and highly honoured name of "Lanchester."



THE NEW TYPES OF COACHWORK.

world chariot, barouche, and other equipages in vogue a century ago.

To turn to coachwork design for the 1923 season, it will be found in the main that no radical changes are suggested by makers. The demand for the "freak" body is practically non-existent, and everywhere the tendency is towards simplicity of design. The purchasing public are, however, becoming extremely critical as regards their selection of coachwork, and body builders must of necessity work ceaselessly in the perfecting of detail, fitments and interior comfort. Of the types likely to be used during the coming year the landaulette for town and theatre work, the three-quarter coupé for the professional man, and open body for the touring enthusiast will all be in demand. In touring coachwork it will be found that the "disappearing" hood is rapidly declining in favour, and it may be mentioned that a number of prominent builders have never taken kindly to this type. There is little doubt that their judgment has proved correct, as many motorists can testify, having used these bodies and discovered the disadvantages of draughts, complication of raising and lowering hood, etc. It is difficult to arrive at any sound objection to a well-fitted "outside" hood. It is of distinctly neat appearance, especially when fitted with an envelope cover, is easy of manipulation, and most certainly affords good protection to the rear passengers against wind and dust. Fortunately for the users of touring coachwork the most recent designs are built on more sensible lines as regards the depth of the sides, and this combined with reasonably low seats will ensure the occupants protection and comfort when travelling, a highly important factor surely overlooked by the designers of the shallow-sided "open" bodies. Probably the most popular of all coachwork designs is the "all-purpose," or, as usually termed, "all-weather" body, and it is in these types that improvement will be most noticeable. The nomenclature "all-weather" body is, however, somewhat confusing at the present time, owing to the fact that several chassis manufacturers, realising the appeal the genuine "all-weather" productions make to the buying public, have termed "all-weather"

their standard touring bodies equipped with hood and rather more efficient side curtains than had been previously supplied. This would appear to be a misleading description, and "all-weather hood" would certainly be more accurate when referring to the touring type, the "all-weather" body proper being fitted with windows of plate glass and essentially coachwork which can be entirely closed. The obvious disadvantage of the existing "all-weather" types, as produced by the leading coachbuilders during the past two years, *i.e.*, the body with one wide door only on each side, has been the difficulty of entrance and egress, especially to the rear seats, it being a necessity in these designs to either tip or slide the front armchair.

This arrangement of doors and seats is in any case a distinct drawback in more ways than one, as in addition to the entrance room being limited after the front seat has been tipped, the passenger in front is obliged to alight if the remaining occupants wish to leave the car. The result of the coachbuilder's determination to overcome these difficulties will be

manifestly illustrated in several of the latest models, where many remarkably fine examples of "three" and "four" door "all-weather" bodies will be found on various chassis. In these new designs will be found the *real* "all-purpose" body, that is to say coachwork suitable for all occasions, as well as all weathers, and either three or four doors of good proportion can be fitted to the average chassis of, say, 16 to 20 horse power. It may be considered that a door to the front on the off side is a distinct convenience, and this is certainly true, but it is not a necessity; and by limiting the number of doors to three, greater rigidity is secured to the entire coachwork, and consequently rattles, body noises etc., are far less likely to develop. Probably few motorists think of the strains which the motor body undergoes, and it is indeed remarkable how well closed bodies of sound manufacture stand up to their work, especially bearing in mind that coachwork receives practically no attention from its owner; and although he will look most carefully over his engine and chassis, how many will think of lubricating the wearing parts of the body?

In the way of coachwork fittings and details of construction, it will be recognised on inspecting the 1923 models that excellent progress has been made during the past 12 months. Aluminium is slowly but surely taking the place of sheet steel for panel work, and this undoubtedly is a step in the right direction. The weight reduction obtained by using aluminium is in itself an important factor, and many motorists have suffered the annoyance of rust penetrating the paintwork—which is, of course, impossible where aluminium is utilised. Although a sufficiently stout alloy has not yet been produced to replace steel in the making of wings, possibly this discovery is not far distant.

Seat comfort has also claimed the further attention of body builders, with the result that the majority of higher grade productions are now fitted with adjustable driving seats, and such fittings as window raisers, dispensing with the glass string or window strap (already almost obsolete) can now be said to have reached a state bordering on perfection.



A plan view of the 14 h.p. Sunbeam two-three-seater. Note the spacious dickey seat and rain shield over the windscreen.

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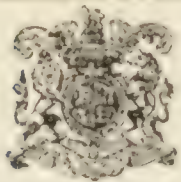
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IN DIEBUS ILLIS!

THE GOOD OLD DAYS.

By R. A. Howell.

Have you ever felt like the author of this article? He longs for the excitement and pride in achievement that accompanied motoring in the good old days. Away with the dull monotony of unvarying reliability!

MAN is a dissatisfied creature. My garage holds the latest thing in automobiles. She is goodly to look upon, fleet as the wind. Her time of arrival at a far-off destination may be obtained by dividing the number of miles by a given factor, about 30 or more, depending on one's mood. That is the trouble. Uncertainties are the salt of life. For me the salt of present-day motoring has lost its flavour, and wherewith it may be salted I do not know. Certainly not by resuscitating some ancient car and trying to cajole it into activity. There could be no lasting satisfaction in driving a creak when first-class cars were within one's reach and means. Not so may a backward gazing world woo Romance—most elusive and exacting of gods.

Very clearly can I see it now. My old cars appear in a true perspective. At last I realise the full measure of my indebtedness to them, and most of all to a certain 3 h.-p. tricar—middle-aged when I bought her in schoolboy days. I know now the worth of her little foibles, the real meaning of her coil ignition, air-cooling and automatic inlet. With these for company each mile was an adventure; something to be approached with humility and fear; something to be overcome with pride and thanksgiving. And now . . . now I can flick a mile behind me in a minute!

The origin of these gloomy thoughts is a recent run from Cambridge to Derby, a run last accomplished on the old tricar fifteen years ago. Every yard of it was still stamped upon my memory. How well I remember the hills up which I pushed her—now shrunk to mere pimples. Then there was the spot between Huntingdon and Kettering where the inlet valve burnt out and had to be ground in, and the man who could make that inlet gas-tight in a couple of hours was an artist. Not far distant was the milestone on which I sat to ponder over the fact that the big end had run. It wasn't altogether unexpected. No-

thing could be called unexpected concerning that machine. It was merely a *contretemps*; to be put right in process of time with a soldering iron and blow-lamp, implements carried as a matter of course. Belt and tyre troubles caused further delay, and when at 10 p.m. I reached Market Harboro the rear tyre was stuffed with grass. Driving after dark had an added interest, for one could then observe the colour of the cylinder. A dull cherry red seemed to suit her best.

Next day the gear-box had to be dismantled by the roadside, but an average speed of five miles per hour was maintained, and I reached home as the clock was striking six. "Six p.m., Tuesday," the telegram had said, and to this day my people do not know that I started on Monday.

That old tricar never once failed to arrive—sooner or later, but always I felt a glow of honest pride. On one never-to-be-forgotten occasion she actually covered twenty-six miles within the hour. Late that night I got out of bed, took a candle, and stole down to the garage to have another look at my Beloved.

Next I acquired a small car, an equally "sporting" vehicle—to use rightly a modern word. The back axle was her Achilles' heel. It was a plain shaft on which was mounted a chain-wheel. Reversing over a bumpy road was apt to bend it. One day this happened in the wilds of the Peak District, miles from the nearest hamlet. I obtained some coal from a cottage, built a fire, and straightened the axle over a milestone, then went my way rejoicing muchly. At an equally remote spot in Scotland a wheel collapsed. Some bits of timber were requisitioned from a fence and a strenuous afternoon's work with hack-saw and pocket-knife enabled the car to crawl home. Later she ran three hundred miles with those improvised spokes, but for safety I carried a chisel.

Cars seemed to possess more individuality in the "good old days."

One of mine in particular showed a remarkable aversion to certain routes. I could never account for it, though in all other respects we were on most intimate and sympathetic terms. On three separate occasions I went from Derby to Eyam. Each time she made me dismantle her epicyclic gears, a long and messy job, but the curious part is that the mishaps all occurred within the same two hundred yards of road, and apart from these trips to Eyam the gears never gave a moment's trouble. Superstitious folk averred that the car was gifted with second sight, and sought to avert impending calamity.

Alas that the old Freemasonry of the road should ever be a thing of the past! Yet there are signs that it is becoming so. It was a balm to soothe many bitter moments, and now . . . Could anyone wax sympathetic over a broken-down charabanc? I trow not.

Petrol was cheap and roads were smooth. Vile bureaucracy had not yet spawned its Ministries. Road hogs there were, and always will be, but the standard of driving was distinctly higher than the present one. Say it I must, and brave the execration heaped on prehistoric survivals. I liked the roads better ere ladies took to driving!

"Romance . . . was with us yesterday." It is true. I know it to be true; but I cannot imagine the next generation believing it.

SENSATIONAL REDUCTIONS.

Some sensational price reductions are announced concerning the Buick, Oakland and Chevrolet cars. In the first case the average price reduction is £90 per car, while there is an average of £76 off the price of Oakland models. In addition to the reductions announced only two months ago relative to Chevrolet models, there is a further "cut" of £15. During the past three months, General Motors, Ltd., inform us, the sales of these cars have beaten all previous records.

THE LITTLE MORE—AND HOW MUCH IT IS.



That we are really in earnest about making roads "fit for motorists to travel on" (without being heroes!) is evidenced by these photographs of road widening and reconstruction on the London-Folkestone road, between Farningham and Wrotham. This is one of the most important of the "unemployment" relief work schemes now being undertaken by the Ministry of Transport, and the work has reached an interesting stage from the engineering standpoint, and one can already visualise the improvement as it will be when the work is done.



WHEN IS A CLUB NOT A CLUB?

THE STANDARDISATION OF GOLFING IMPLEMENTS.

By Charles Ambrose.

The Case for Freedom of Choice—"Trust the Public."

EXTRACT from the Rules of Golf—"Form and Make of Golf Club and Balls.

CLUBS.

"The Rules of Golf Committee intimates that it would not sanction any substantial departure from the traditional and accepted form and make of golf clubs, which, in its opinion, consist of a plain shaft and a head which does not contain any mechanical contrivance, such as springs; it also regards as illegal the use of such clubs as those of the mallet-headed type, or such clubs as have the neck so bent as to produce a similar effect.

"NOTE.—The Rules of Golf Committee intimates that the following general conditions will guide it in interpreting this Rule:—

"(1) The head of a golf club shall be so constructed that the length of the head from the back of the heel to the toe shall be greater than the breadth from the face to the back of the head.

"(2) The shaft shall be fixed to the heel, or to a neck, socket or hose which terminates at the heel.

"(3) The lower part of the shaft shall, if produced, meet the heel of the club, or (as for example in the case of the Park and Fairlie Clubs) a point opposite the heel, either to right or left, when the club is soled in the ordinary position for play.

BALLS.

"The weight of the balls shall not be greater than 1.62 ounces avoirdupois, and the size not less than 1.62 in. in diameter. The Rules of Golf Committee will take whatever steps it thinks necessary to limit the power of the ball with regard to distance, should any ball of greater power be introduced."

I quote all this, in extenso, from the Eighth Edition of the *Rules of Golf*, as it is to be feared that all golfers are not so familiar with the rules of golf

as they ought to be. It is said, indeed, that Mr. John Low, the late chairman of the Rules of Golf Committee, is the only person who really does know them all off by heart; and since then, to make matters worse (for the poor golfer who has to remember all these things), they have gone and barred the American "ribbed iron"—a more or less automatic device for putting "stop" on the ball which was used by Jock Hutchison when he won the open championship for America last year; though it must not be forgotten that it takes a "ween" of time and talent to perfect any particular shot as Jock Hutchison has mastered that one.

At the same time a number of iron club-heads were manufactured in this country, with concave faces, with intent to supply exactly the same thing—to wit, an iron that would automatically assist the striker to put "stop" on his ball. Complaints were made to the professional selling these implements, but on reference to St. Andrews he obtained an official letter to say that they were perfectly legal. It is understood, moreover, that it is legitimate to score the face of an iron with a file to get "grip," and it is permissible also to use clubs "slotted" in the old-fashioned manner, but not in the American way.

Now it is not my purpose in this article to cast reflections on the regulations of the Rules Committee, beyond observing that they certainly do not please everybody. What I want to do is to try to see where we golfers should stand to-day if all these restrictions had never been imposed. Let me put one or two questions to the ordinary intelligent golfer about it:—

CLUBS.

1. If we were all allowed to putt with "Schenectady" or mallet-headed putters, how long would it be before each of us got back to his own favourite putter?

2. If Hagen, Jock Hutchison and Barnes had been allowed to use

"ribbed irons" in this year's Open Championship, how much better would they have done than they did?

How soon should we (the majority, who do not get boxes of balls presented to us) get tired of cutting our 3s. balls to pieces with "ribbed irons"?

BALLS.

1. Who wants to go back to feather-stuffed balls?

2. Who wants to go back to "guttie" balls?

3. Who wants to go back to the 31 dwt. (or "heavy") ball that was barred because we were all supposed to find it too easy? (the standardised substitute being easier still!).

The real problem before the committee, when a championship has been won by a player using some extraordinary implement, seems to be to decide whether that championship has been won by the aid of such device or in spite of it. Any good golfer is able pretty accurately to size up the ability of another golfer, quite independently of the weapons he may be using; and the various sub-committees appointed by St. Andrews are mostly very good golfers indeed. If they would only take courage and leave it to the sense of the golfing community at large not to use, to any appreciable extent, any patent device that might enable one of them to win a championship that he did not deserve to win, the British public would not let them down. Furthermore, the British public would be flattered and pleased if the choice were left to them—like good children. And for whom else, when all is said and done, are the authorities catering?

The happiest golfer to-day is the one who goes slogging merrily along in complete ignorance of all the long-driving competitions and conferences that are being held to consider whether he should not be made to play with a "floater" or an air-balloon, instead of his favourite "Blue Dot"—or whatever it may be—because he is spoiling the course, or

NEVER TROUBLE TROUBLE, 'TILL TROUBLE TROUBLES YOU.

his own game, or his own pleasure, by driving too far. Why not leave him alone? He is far too well satisfied with the game as it is to want any change—unless it be most distinctly for the betterment of the game—and *he is the British Public!* When he wants "standardisation" he will ask for it.

But the average golfer is a patient, easy-going creature, who would probably say, if you asked him, "Oh, never mind me. You make your rules for the champions and I will abide by them. *They* know what's best!"

Well, take the professionals—the men whose aim and object and business in life it is to win the Open Championship. Probably, although the more powerful of the long-driving professionals declined to take part in the recent long-driving "tests" at Sandwich, it would have been found, if they had, that the leading amateurs hit quite as far as, if not farther than, they did. Therefore, if there were any menace to them in the power the present ball gave to the amateurs of beating them from the tee, one might suppose that those professionals would be the first to support any movement to suppress or curtail its length. But they hold airily aloof.

The truth is that the longer driving is, the straighter it has got to be. If really long driving is not superhumanly accurate it inevitably brings its own penalty, and the game is not worth the candle. Where is the case for interference? Nobody wants to alter the old course at St. Andrews because Wethered or Tolley makes the long fifth hole "look silly" with a drive and a mashie shot. The fifth hole can look after itself; it will simply bide its time and get all square and up on both of them in the long run, so sure as God made little apples—and that is true golf.

Who wants to see Roger Wethered made to drive a ball of cotton wool up the middle, take a brassie to his second, and play an approach so that he shall gain no "unfair" advantage by his length—but the whole thing is so absurd that it must be that someone in the background, with a bee in his bonnet, is keeping this "floating" fetish alive for some mysterious reason of his own. The

danger is that the crank is sometimes very determined and persistent, and apt to trade on the good nature of the golfing public.

So long as these experiments result in our getting a still pleasanter ball to play with, the public will rest content. They will not enquire whether the improvement came through accident or design, nor do they even mind being tied down to certain dimensions which happen to coincide exactly with what suits them best. The pleasantest

ball is that which can be hit farthest with the least effort, but it does not follow, by any means, that such a ball is the easiest to control. Any gain in length is more than neutralised by a certain embarrassing liveliness on the putting green, if too resilient a ball be used.

I believe the great majority of golfers would like to see the Rules of Golf Committee reverse their policy of restriction in favour of complete freedom of choice. If anybody did start driving with a charge of high explosive in the face of his club, it is unlikely that he would shoot accurately enough to win the championship—or that it would be worth the winning by such a means, if he did win it. It would certainly be nothing to be proud of. Nor would a croquet mallet win a championship for a man who was not a superlatively good judge as regards "line," strength, accuracy of touch and "timing." Those are the things that matter; not the club, but the man behind it. Let some little thing go wrong—a putt that should have gone down does not go down—something happens to shake a player's confidence in his mallet, and the genuine "putter" will have him cold!

Golf has now been played for so long by so many millions that probably there are no "substantial departures from the traditional and accepted form and make of golf clubs" which would give the heretic anything like a clear advantage over the orthodox. If such an invention should arise it could be quashed; but my contention is that no clear case has arisen yet, and that until it does it is far better to let passing fancies defeat their own object, and to give the temporarily insane time to get round back to the good old-fashioned weapons again. Incurable lunatics and criminals are luckily still in a minority, and unless they increase to an extent which must put an end to golf, and everything else, the Rules Committee can well afford to ignore them. The sane and honest can look after their own "standards," and can get along quite happily with the fewest possible rules for their guidance. They are not likely to use, or to play with anybody else who uses, a really unfair club.



Mr. Leslie Neville Balfour-Melville, a famous Scottish athlete. Mr. Balfour-Melville was amateur champion in 1895, and captain of the R. and A. Golf Club in 1907. He played Rugby football for Scotland in 1872, cricket for Scotland on and off for forty years, and he has also won the Lawn Tennis Championship of Scotland.

WHICH IS THE BEST GOLF COURSE?

INLAND GOLF AT ITS BEST.

By Charles Ambrose.

There are so many first-class golf courses now, all over the country, and so many more are being made, that it is a big thing to say that any one of them is the best. But if there is a pleasanter course than Swinley anywhere inland, the writer of this article would be glad to hear of it.



The 18th green, and general view of the course from the Clubhouse windows. The black streak in the valley is a stream.

IF everybody got to know that at Swinley Forest—a bit of Berkshire so beautiful that it might almost be a bit of Surrey, with its pines, its silver birch and its heather—the best inland golf in the world was to be had in perfect peace and comfort, there would very soon be an end to the peace and comfort. It is easy enough, in these enlightened days, to get quite good golf within easy reach of London; but the better the golf the bigger the crowd—at any rate at week ends and on feast days, when everybody wants to play: that is the difficulty. For an inland golf course takes a lot of keeping up; upkeep means money, and money usually means subscriptions from an inconveniently large number of members, spelling congestion and



Mr. A. H. Read, who leads the Swinley Forest team on the rare occasions when they play matches. Mr. Read used to play cricket for Essex.

discomfort for all. The alternative is a small membership, and a badly kept course.

But Swinley manages somehow marvellously to overcome all these difficulties. The membership there is strictly limited to 200, so that at no time is there anything approaching congestion either in the clubhouse or on the course, and the fortunate few who do play there get the pleasantest golf imaginable in great comfort. How it is done must remain a mystery, but it is quite clear that there can be nothing wrong with the management which produces such results.

The Club owes its existence chiefly to Lord Derby and Sir Hubert Longman, and Mr. Edward Hoare is secretary. The course was designed by Mr. Harry Colt, who still looks after

WHERE THE LONG STRAIGHT ONE IS USEFUL.

it in the capacity of "Green Committee"—a sure indication in itself that here is Mr. Colt's own favourite creation. Mr. Colt feels for it, perhaps, a special measure of affection because it so nearly failed to survive the year of its birth—1911. Last summer was so outrageously hot and dry that most people have forgotten that 1911 was very nearly as dry, and a good deal hotter. The drought that year began in May, and continued without a break into October; and the meteorological authorities (who never exaggerate) certified that the thermometer in London actually exceeded 100 deg. Fahr. in the shade on at least one occasion. If anybody but Mr. Colt had been in charge, Swinley would probably never have materialised at all. But luckily it did, and Mr. Colt may well be proud of it.

There is a delightful view from the clubhouse across a green valley, with a little stream running through it, to the first green; but, as a matter of fact, that valley, with the first and last fairways crossing it, is the one weak spot, technically speaking, in an otherwise ideal stretch of golfing country. The "going" is comparatively heavy, and beloved, accordingly, of the worms. One is reminded curiously of the first three holes at Worplesdon, and the contrast between them and the remainder of the course. It seems to show



The short 17th hole, and the Clubhouse in the distance. Mr. Darwin and party are putting on the green.

that once a piece of land has been cultivated and has become rich enough to be called meadow-land, little can be done to reduce it again to the degree of poverty required to choke off worms and the coarser grasses, and so produce the best kind of fairway.

Directly the first green is passed the whole type of country abruptly changes. The tee-shot to the second

high; below, the fairway stretches away to the right, and then curves in a wide sweep round to the left and upwards to the green perched up on the opposite rise; the ground in the bend is rough and wooded, but the green can be seen from the tee through an opening cut through the trees. It is a "two-shot" hole, and the second takes a lot of playing, even if the drive

has been accurately placed. The twelfth is also a two-shot hole, and is shaped like the letter S—a double "dog-leg." Only a long driver can attempt to get home in two, and he only if his drive has hugged the heather on the left of the lower bend of the letter S. Then comes a long, hazardous second for the green. A most brilliant hole. The short driver must play out to the right, then back to the left; and then the green lies to his right again.

The next, the thirteenth, is a lovely little short



The approach to the 16th green. The player is shown making the best of it out of the heather.

THE LANDMARK AT SWINLEY.



A characteristic bit of Swinley Forest. The golf course can be seen running its way about the country below this clump of fir trees, which stands high above the surrounding country, and can be seen from many miles away.

A DELIGHTFUL CLUBHOUSE.



The dining-room, with its oak beams, brick fireplace and polished floor. Members help themselves to the good things on the tables to the right.



The "lounge" portion of the entrance hall. There is some beautiful old furniture in this room, and it is extremely comfortable.

hole; the fourteenth is a drive and a pitch, and the fifteenth is a long, straight hole, running up to the top of a spur with a "shelter" and a clump of pines crowning it. The photographer has rather unkindly snapped a golfer approaching this green from the "rough"—heather—but the photo does not do justice to the steepness of the hill; so the landmark was taken from the other side, looking back from the sixteenth course, which runs along the ridge to a plateau green closely resembling the eighth at Worpleston. The short seventeenth is another picture, and the eighteenth is a drive and an iron shot back to the green just in front of the Clubhouse.

This Clubhouse is so exactly the right thing in the right place that it is a pity the architect, whoever he may be, could not be sent round on a tour of inspection to other clubs, less fortunate, to advise them in so important a matter. For the true golfer likes the clubhouse part of the business overdone as little as he likes it underdone. He does not want to walk into a gorgeous palace, after a tiring round in the rain, and feel that he can't sit down for fear of damaging the plush settees,

or call for a tankard of beer without being thought a coarse fellow; but he does like things nice, all the same, and at Swinley they are very nice. The house itself, to begin with, is a pretty little house, not too large and not too small. Opposite the entrance is the garage, forming a courtyard, and so arranged that a car may either drive up to the front door, and then make its way to the garage through an archway, or it may drive round to the garage (which backs on the courtyard) direct, and empty its occupants into the

clubhouse through the said archway. In design the whole arrangement is remarkably pretty, and yet convenience comes first everywhere.

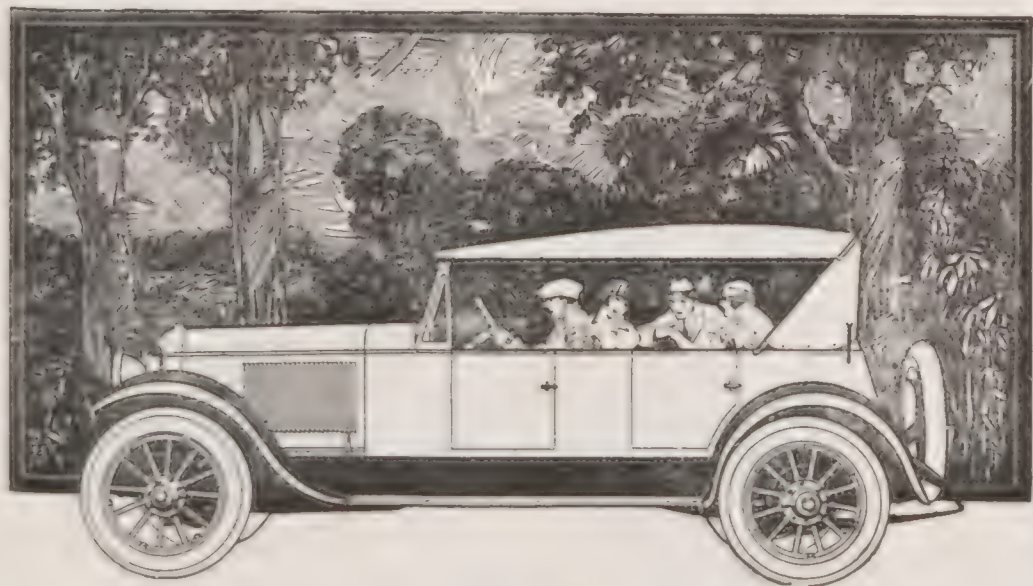
Inside the two main rooms are delightful, and might be described, in golfing parlance, as two "dog-leg" rooms. Entering by glass swing-doors, you find yourself in the entrance hall, and may either walk straight through out on to the course by another door, or turn to the left into the extremely comfortable part of the hall shown in the photograph, with pillars supporting the roof.

By this arrangement members sitting there are not exposed to draughts from the opening and shutting of doors—an important consideration to the man who does not mind wind on the course, but does not like too much of it indoors! Upstairs is the dining-room—a perfect gem of a room—shown in the other photograph. In summer you may pass through French windows out on to a verandah and enjoy the view over the course depicted in the photograph heading this article.

The furniture and appointments are simple and delightful, and the arrangements are perfect. *O, si sic omnes*, as the saying goes.



The Clubhouse as seen from the course. One would hardly expect from its modest, if charming, appearance the comfort which lurks inside.



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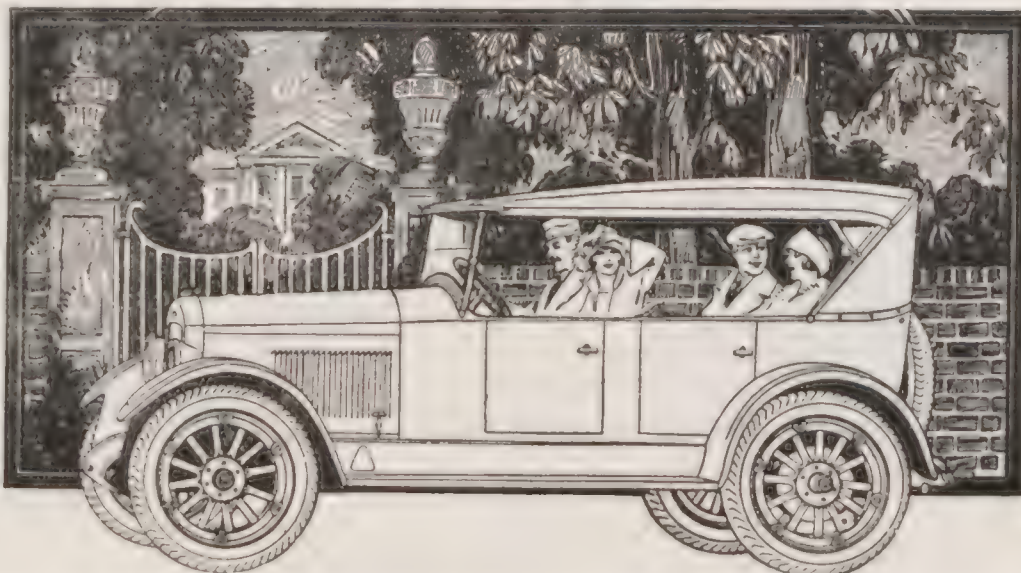
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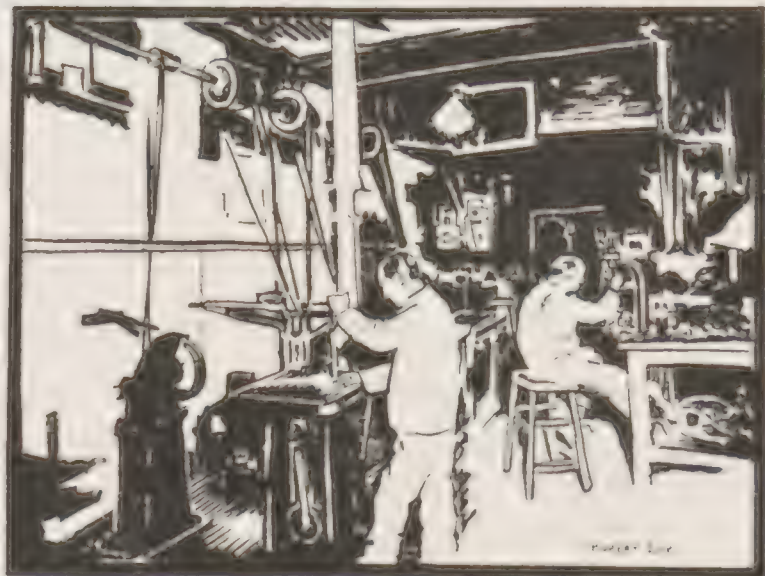
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"DID YOU HEAR THAT GROAN!"



"SAY - I BELIEVE IT'S GOING"



"ANYWAY IT'S NOT NEARLY SO BAD -"



"THE DOCTOR WILL SEE Y -"

JAMES MONTGOMERY FLAGG

WANDERINGS IN LITTLE-KNOWN TUNISIA.

Lady Dorothy Mills, the author of "The Tent of Blue" and other novels, chats with Mr. Clive Holland upon her Travels, and the possibilities of Tunisia—where the French Government have constructed some good roads—as a Touring Ground for Motorists.

SIX months ago a novel, with a striking picture wrapper, and bearing the intriguing title of *The Tent of Blue*, fell into our hands. The story was so strong and so vivid in colouring that one had little doubt that the authoress was herself a desert wanderer. The story had a freshness and "snap" that fixed it in the memory.

A little more than six months later, we found ourselves chatting with Lady Dorothy Mills, who wrote the novel, in her London flat, about the travels which had given her some of the local colour for her story.

Regarding her work as a novelist Lady Dorothy Mills merely said, "I write because it is, I think, in my blood. You see, we Walpoles have been rather given to writing and literary things."

Lady Mills also told us that she has just finished a new romance, also of the desert, which is good hearing.

It was a little difficult for us to imagine that the speaker—slight, pretty, and almost frail looking, but vivacious and evidently keen—could have travelled where she has, and alone.

Tunisia, she told us, is in many respects a delightful land. It is less arid than Morocco, to which far more people go, and there are fertile and charming oases scattered throughout the country except in its most arid regions. One passes southward from Bizerta—to which most travellers come—through cork-oak forests, and by cool springs and broad and fertile plains.

Bizerta itself, the great French naval station on the North African coast, forms a good "jumping-off" place for motorists and tourists generally, for from it good roads run along the coast westward to La Calle, on the Algerian frontier; south-westward into the interior of the country; southward to fascinating and picturesque Kairouan,

with its flat-roofed, sun-baked houses and wonderful Grand Mosque, with its innumerable pillars, and then back to the sea-coast to Sfax with its, for that region, huge population engaged principally in the cultivation and commerce of olives.

"The city is a very pleasant stopping place," said Lady Mills, "for it is surrounded by delightful gardens, and the quaint native town, with its girdle of ramparts and towers, is extremely interesting and picturesque. From the summit of the minaret of the Hotel de Ville one gets a most wonderful view of the city, old and new."

"There are many beautiful motor excursions possible from Sfax," continued Lady Mills, "and only about 6 k. (3½ miles) outside the town are

the heights of Touil Cheridi, on the road to Triaga, from which one obtains a panoramic view worth many miles journey to see. It is, indeed, by such views that, generally speaking, one becomes acquainted with the chief features and contours of a country."

Out to sea from Sfax, about 30 k. (18 miles) lie the famous Kerkennah Islands, which were the hiding place of Hannibal and Marius, and are to-day the seat of a big sponge fishery. The journey across the narrow strip of sea on the day on which Lady Mills made it was "choppy." The boats are frail craft and, indeed, little larger than a rowing boat. But as an experience and as an adventure the trip is worth the risk.

"One disadvantage," said Lady Mills, "that such a voyage undoubtedly has is the fact that one may be weather-bound for days or even weeks. The coast is very rocky and inaccessible, and one cannot be sure of making a landing even if one reaches the islands. Whilst waiting for a favourable opportunity to get back to the mainland one has to live in the native *gourbis*, which are about the size of a cowshed, and have about the same amount of convenience and comfort. For food one has chiefly to depend upon *cous-cous* and fish: not a very appetising menu. The islanders are a fair-skinned, aristocratic looking race, with clear-cut European features."

From Sfax there is a good motor-ing road for a distance of some 80 k. (50 miles) north-westward into the interior, and skirting the Mettal Hills. By going farther westward and then southward to Gafsa, one may experience some of the more adventurous elements of travel, while passing through some picturesque and interesting scenery. From Gafsa, with its beautiful palm forest, oasis, wonderful battlemented Kasbah, bustling Arab traders, caravans, and ruins dating from the Roman occupation, situated



Lady Dorothy Mills, the author of "The Tent of Blue," and other fascinating novels.

WALLS, PALACES, HALF CITIES HAVE BEEN REARED.—(Byron)



READERS of that fascinating novel, "The Tent of Blue," by Lady Dorothy Mills, will be interested in these scenes in Tunisia, which gave her some of the local colour for her story. In this picturesque land, time has practically stood still for centuries, whilst a great civilisation lies scattered in ruins. A beautiful country, with its sunlight, arcades, camels, and varied Eastern types, making up its kaleidoscopic life. Here a white-robed Arab sheik, there a woman in a dark burnous. All around there is charming scenery, and, at Githis, wonderful Roman remains, which include a Forum and Capitoline Temple, baths, and a particularly fine Temple of Mercury.



OF course, Lady Mills visited the Ile de Djerba, where Homer lived in his blindness, and of which he sang, and to which Ulysses also came. She also went to Médénine, from whence she visited the Troglodytes, or cave dwellers, whose divorce ceremonies are delightfully simple. All the man has to do is to make a verbal statement before the head man of the village that he divorces this or that wife—he is allowed several—and the thing is done. It may yet be somewhat of an adventure for motorists to go to Tunisia, but it is well worth the trouble. The main roads are good, and petrol is obtainable in most of the towns and villages without much trouble.



as it is in the centre of the river valley, one can reach Metlaou, 41 k. (25 miles), the centre of the phosphate industry, either by a hilly track (not suitable, however, for motoring, though just possible) or by rail. But most tourists will go from Gafsa back to the sea coast again, striking it at Aaciehina, 150 k. (93 miles).

"The road from Sfax—if one leaves out the detour to Gafsa—is a most beautiful one," said Lady Mills, "reminding one in many respects of the far-famed Corniche Road on the Riviera. Away on one's right hand stretches the beautiful sea, and inland there are the hills looming up in the distance towards the sky. Certainly this part of Tunisia, with its good roads down to the Tripolitan frontier, might well tempt the more adventurous motorists, who will at Gabès, no doubt, as I was, be thrilled by tales of 'holds-up' by the brigands along the roads farther south, which reports are greatly exaggerated by the Mokhazni, or native Arab horsemen, under the impression, I firmly believe, that one will be all the more grateful to them for their protection when one finds nothing happens, as is generally the case. The very lucky motorists may be shown, as I was, some spot on the road where, a day, a week, a month before, a car was held up by desperadoes, and the occupants were shot on sight! So eloquent does the Mokhazni become in his recital of the tragedy that one is almost able to see 'the dark stain in the road which marks the spot where the unfortunates fell.'"

Gabès, 60 k. (37 miles), is an oasis and town of delight on the very edge of the Sahara, yet with a vast palm forest reaching down in places to the very shore itself. Once a great town stood here, in which the Berbers reigned supreme. This, built on the site of Tcape, has disappeared in turn; now there are, as it were, three villages at Gabès inhabited by Moors, Arabs, and Berbers.

"The Djara market, with its surrounding shady arcades, its sunlight, camels, donkeys, varied Eastern types, bustle and kaleidoscopic life," said Lady Mills, "is indeed a wonderful place. Here one has got away from everything one has ever previously known. In the clear air and the interest of the scene one's boredom and *malaise* seem to vanish. Here a white-robed Arab sheik; there a woman in a dark burnous; with all the noises and chaffing of an Eastern market going on around one. All round Gabès

there is charming scenery, which might well tempt the Riviera folk from their usual haunts, if they could cut out the tables at Monte Carlo and the somewhat feverish social life of the Riviera towns."

From Gabès there are two or three intriguing things to be done.

There is some gazelle hunting to be had, and moufflons are to be found in the neighbourhood of Kebelli, 70 k. (43 miles) to the south-west. It has distinctly Saharan features: the desert on one side, and on the other vast salt marshes, known as *Chotts*, coated over with a crust which in certain parts is strong enough to allow a cart or even a car to pass over it.

"Then no one," as Lady Mills said, "should miss Gigthis, where there are fine Roman remains, similar to those at many other portions of the coast. These include a Forum and Capitoline Temple, baths, and a Temple of Mercury."

"Médénine," continued Lady Mills, "is an Arab town of extraordinary appearance. The houses, or *ghorjas*, are piled one on top of the other with curved vaulted roofs. A group of them looks more like an airship hangar than anything else at a little distance, only they have, of course, windows in the ends. It is a strange townlet, one of the strangest I have ever been in."

"There is plenty to do at Gabès?" we hazarded.

Lady Mills smiled.

"There is enough in the immediate vicinity," she replied, "to keep the most inveterate sightseer busy. Then there is the Matmata, which is the region of a tribe of Troglodytes, who dwell in holes in the earth. These can be reached in a day by car from Gabès."

"You never went there?" we questioned, with vague memories of E. T. Reed's *Prehistoric Peeps*, and the hairy, big-clubbed cave-men that he depicted.

"I went to see," was the answer, "another tribe of Troglodytes dwelling in caves. I had an escort of a handful of Mokhazni; bronze giants they were in blue burnous, and armed with long and richly damascened guns. The villages lay high among the mountains, the valleys of which run almost east and west. The mountains are black-looking, twisted, and desolate. One can come within a kilometre or two of the 'villages,' without locating them. They are reached by narrow, winding goat tracks."

My chiet Mokhazni would go in advance and tell positively awful tales of a Roumia (Christian woman) of amazing wealth, good looks, and importance (that was I), who had come on a visit. This tale never failed to bring out the sheik and all the local notabilities to receive me, which they did with much ceremony and politeness."

"Did you enjoy the visit?" we asked with a smile.

"Yes," was the reply; "I stayed some days, slept in a cave, rolled up like a cocoon in rugs, on a stone shelf which was cold and hard, and ate gargantuan meals, which I was told it was necessary and polite to do. These I gradually cut down for fear I should ruin my digestion. I also got to know some of the women. The latter are in social status only a trifle superior to the live stock. Some of the younger ones, however, are quite attractive looking, and were very curious to know how many wives my husband had, and other intimate things. Divorce is most delightfully simple among the Troglodytes. All the man has to do is to make a verbal statement before the sheik or head man of the village that he divorces this or that wife, and the thing is done! Delightfully simple, and how much of the time of the Divorce Court would be saved by a similar method of procedure in this country!"

Of course Lady Mills visited the Ile de Djerba, or "Island of Golden Sand," where Homer lived in his blindness and of which he sang, and to which Ulysses also came. The sea here is wonderfully clear, and one can see to a great depth. The island is one vast garden, palm shaded, and covered with venerable olive groves. On the island, which lies at its nearest point but a couple of kilometres from the mainland, there is much of interest to see. Houmt-Souk is the chief town, and there are many Roman remains. Guellala is famed for its pottery.

Regarding travel in Tunisia in general Lady Mills told us that the main roads were good for motoring; petrol was obtainable in the towns and most villages of any size along the main roads, and, except below Médénine, towards the Tripolitan frontier, one can travel in safety. Inns (there are no hotels worthy the name save in the largest towns) are not good, though generally fairly clean and recently improved. But one is treated with consideration by the proprietors, and the French officials are most courteous.

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A SHORT CUT WHEN PAINTING A CAR.

By R. T. Nicholson, M.A.

In these days some of us find it necessary carefully to consider the cost involved in repainting a car. Should you so desire, the job can be done at home for a nominal sum: and the effect is quite pleasing. This is the way to do it.

TO the owner-driver relieved of most of his spare cash by a beneficent Government the idea of painting his own car—when need arises—is most fascinating—till he tries it.

There are, of course, amateurs who can accomplish things in their all-sufficient handiness.

But most amateurs who try to do the professional out of a job devoutly wish—almost before they have started on their self-imposed task—that they hadn't. The work is so dirty and messy. Friends who casually look in to see how it is "getting on" altogether unnecessarily encourage the worker to "stick to it." Soap and hot water—at frequent intervals—are at a premium, and the whole family cuts the painter for fear of contagion. In the workshop, windows and doors have to be kept hermetically sealed—for fear of dust—so that the air becomes heavy with CO₂—to say nothing of imprecations. Yet dust finds its way in, and does its deadly worst. The brushes shed their hairs beyond possibility of redemption by Tatcho, and the rejects get embedded in the paint film, where depilatories will be ineffective. The brush leaves marks which suggest that a comb must have been substituted. Faith is sorely tried by the need of pumicing down each one of (not Joseph's) many coats of colour applied with such infinite pains. While the work is on, there is a fortnight's weary waiting, during which the car must be kept out of commission. And if the amateur has the necessary patience and perseverance to go

through with it all, and the final coat of varnish has been applied with a sigh of relief, the password, "Time flies!" is given, and suicidal "blue-bottles" choose the sticky stuff as the medium of a lingering death, so spoiling the "finish."

MY CASE.

When I started on my job of painting, I wasn't over-ambitious; I wanted merely to treat the bonnet, which had become very shabby. I thought it would look really well in aluminium paint—the use of which had been suggested by my successful treatment of the pipes in my bathroom. It lay on them as to the manner born—no plumber could have given me points.

From the pipes I argued to the bonnet; but of that I made a hopeless botch. Aluminium paint has a spirit base—it has also a base spirit!

It dries so quickly that you can't run a brush over it a second time without leaving streaks; and, unless you spread it, it leaves blobs. After three streaky and blobby attempts, I sought counsel—in the person of a local motor-cycle dealer.

I showed him my bonnet, and asked him what was the matter with it. He looked pityingly at it, and longed, I could see, to say something about a bee; but he was no Maeterlinck, and courteously held himself in. He declared that there was nothing for it but dry paint. I was willing to accept his verdict, because wet paint is my abomination. I believed him the more readily because he didn't want to sell me anything. He described the dry paint process, and showed me a highly satisfactory sample of the work on a motor-cycle tank. He told me that all I needed was dry aluminium paint, gold-size, carriage varnish, a stiffish flat brush (about 1½ to 2 in. wide), a soft mop brush (round, and about ¾ in. across), and there I was! He directed me to a local paint-monger's, where I made my purchases. I then went home, and treated my bonnet so satisfactorily that I decided to extend the process to the whole body. Look at the photograph!

PRACTICAL INSTRUCTIONS.

At this point I will get away from my own personal experiences, and give general instructions:

If the old paint is badly scarred—but only then—get it off from the scarred sections. Stove enamelling has to be scraped off—it won't yield to solvents. If its



THE above illustration depicts Mr. Nicholson at the wheel of his dry-painted car, and, in spite of the unusual treatment, it really looks quite smart.

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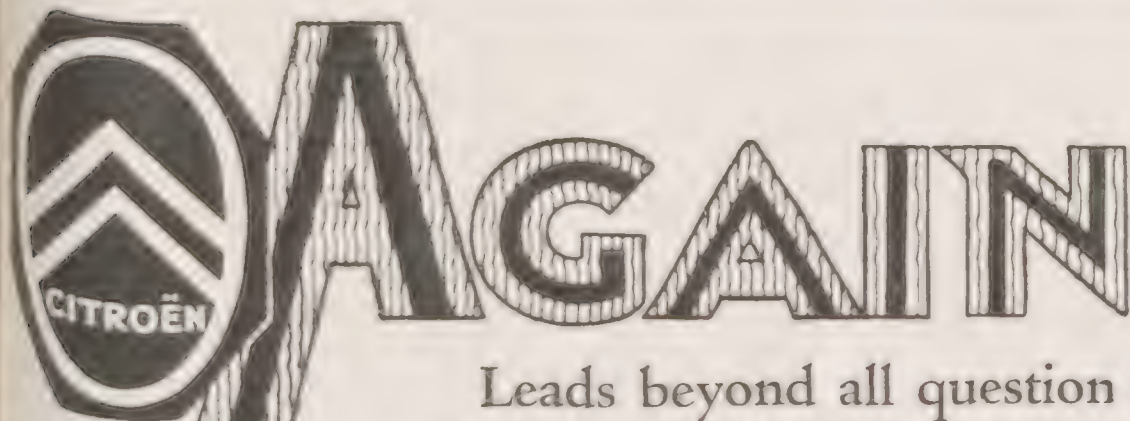
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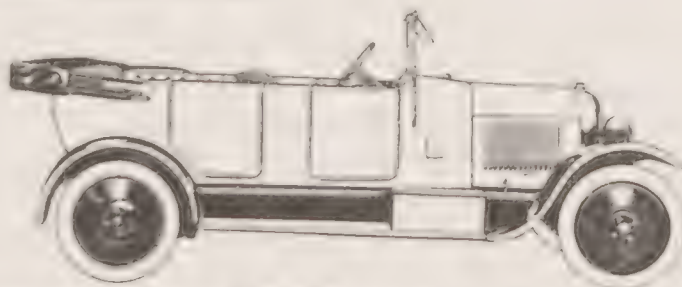


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surface is first broken with rough sandpaper it can be fairly easily chipped off with a putty knife, or other tool with a long blunt edge. If the paint is unstoved, benzol will quickly soften it. A hard paint brush that "doesn't matter" is steeped in benzol, and then used as a scrubber.

THE FOUNDATION COAT.

It is best to experiment first with a sheet of tinned iron—say, a foot square. One can thus learn much that cannot be put on to paper. When you have achieved satisfactory results with the tin, you can confidently attack the serious work on the car.

When it comes to the car, choose some part of it that lies, or can be made to lie, horizontally, for your first attempt. A section of the bonnet, or a door removed from its hinges, is a good subject.

If you have a dust-coat, put it on, and put a cap on your head. Further, cover the upholstery with newspaper (*The Times*, with its large superficies, is cheap for the purpose!), or old sheets. The aluminium paint is so light that it readily circulates, and you don't want the job of brushing it out of the crevices in the upholstery, your hair, or your clothes.

Thoroughly mix equal parts of gold-size and carriage varnish, making up a quantity which you judge will be enough for the chosen surface—say, about a teaspoonful of each.

With a stiffish brush, coat the surface thinly and quickly with the varnish-size medium. This is quite haphazard work, speed being the main thing: but see that every part of the selected area is covered. There must be no bare spots on the one hand, and no runnels, streaks, rivulets, on the other.

Now wait for the medium to become "tacky,"—about as much so as, say, butterscotch in winter—practically not tacky at all. Application of a bent knuckle to some outlying point which "won't show" should tell you when you have the right "tack." If you have previously experimented with a sheet of tin, you will have learnt a good deal as to this.

APPLYING THE PAINT.

Dip your soft mop brush into your aluminium paint, picking up a good load of it. Then tenderly and caressingly "smarm" the paint on to the coating, wiping it as far as it will go from the point of application. Begin where you began applying the size-varnish, finishing where you left off. Roughness will scar the evenness of the

top surface: further, if the medium is still too sticky, the mop brush will cling to it, and leave a "fluff." Proceed till the whole of your selected area is covered, successively charging and discharging the brush.

The result should be a good even surface—of course, a matt one, but the matt finish is quite pleasing. A coat of varnish can be given later if a glazed finish is preferred.

It will be found that the medium has a happy knack of filling cracks and scratches in the treated surface, thus smoothing things up for reception of the dry paint. A little dust in the air does not matter, there being so little time for it to settle. Once the aluminium is on, dust is, of course, impotent, all the "tack" which could hold the dust being taken up by the paint itself.

THE VERTICAL SURFACE.

Your surfaces will, however, not all lie horizontally. Most of the car is vertically disposed, and treatment of vertical surfaces is not quite so simple.

Place sheets of newspaper under any vertical surface to be treated, so as to catch the surplus aluminium which falls off the "tack." It costs money, and is well worth saving. Exclusion of draughts is important.

THE LARGE SURFACE.

There are some large surfaces which have to be treated in a single application—e.g., the back panel. In such a case, add rather more carriage varnish to your medium. The greater the proportion of carriage varnish relatively to gold size, the more slowly does the coating become tacky. A real expert will increase the proportion of varnish as the application of the medium proceeds over the large surface—the idea being that it takes some time to apply the aluminium paint, so that the medium has a long time to dry on that part of the large surface on which it is last brushed. The small surface can be treated with a coating containing a smaller proportion of varnish: the large surface should have a bigger proportion: that is the main principle.

THE BEAUTY OF IT.

The advantage of this method lies in the fact that the whole body can be finished in a good deal less than a day, if it is not necessary to get the old paint off first. It is that that takes the time.

I do not recommend the use of aluminium paint, however, for the whole car: I recommend it only for the bonnet and the body. The mudguards, the valance (if of metal), the

wheels—all that is generally known as the chassis—will look best in black. Much of this black paint work can be very rough, for most of it is not seen, and all of it is bound to get hard treatment, anyway. Personally, I never waste much time on that part of the job; in fact, I use a quick-drying enamel, and give a coat, after removing the dirt in a "lick and promise" style, whenever I feel so disposed. Alternatively, I give a coat of Cherry Blossom, or other wax-basis boot-polish, rubbing up with a soft rag, which produces a pleasing and reasonably durable effect.

An aluminium body mounted on a black chassis looks really smart. The finish is not garish. When the car is running it leaves an impression of clean greyness: when at rest, it shows sheen, not glitter.

The effect pleases, and lasts well: it is wet proof and heat proof; it does not readily show scratches, rain spots, or mud; it washes easily.

While the car can be taken out on the road within a few minutes of completion of the work, it is as well to treat the surface gently for a few hours. Do not wipe off the surplus aluminium that adheres. Most of it will gradually blow off; the rest can be washed off in twenty-four hours' time.

THE COST.

The aluminium paint is what costs most. It sells at a shilling an ounce, and five ounces should ordinarily be enough for the whole body—more or less according to the size of the body. From a quarter to half a pint of (each) gold-size and carriage varnish will be needed. The stiff brush may cost from eighteenpence to two shillings. A real camel-hair mop brush will cost 7s. 6d., or more; but a "good-enough" mop brush can be bought for about a quarter of that price. You can "get through" for from 10s. to £1 for materials. For my Cubitt (which has a big body) they cost almost exactly fifteen shillings.

While I personally have used silver aluminium paint on my car, I should explain that it is procurable in various other colours—e.g., gold, red, green, blue. I greatly prefer the silver finish. Not being a Midas, I should certainly bar gold. Silver effects are quiet: golden garishness shouts ostentation (notwithstanding the proverbial dictum to the contrary).

Silver over black gives you a nocturne of a car—a Whistler, if you like; certainly not a howler.



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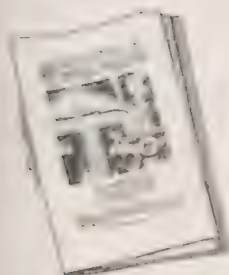
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A CLEAN CAR

besides being a thing of beauty, is a comfort to all who ride in it.

But if the upholstery is dirty, there is nothing more annoying than to find light-coloured garments being soiled by coming into contact with it. Sooner or later the inside upholstery of cars—particularly of open cars—becomes soiled and grubby.

It is then high time to send your car to EASTMAN'S, who will treat the entire inside by their wonderful DRY process, and return the car beautifully cleaned in 2-3 days.

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DO YOU WANT A NICE ESTATE, SIR?

Most of us are fond of picturing mentally the type of estate we should like—when our ship comes home! Some particularly interesting propositions are on the market at the present time—and at quite reasonable figures.

A MARKED falling-off in the prices realised by country property has been a feature of this year's sales, with a few exceptions in cases of very attractive properties. The greatest drop has been evidenced in the large expensive establishments, but a good demand exists for country and extra suburban houses of from six to nine bedrooms, with an acre or two, such as is sought after by the business and professional man. Another attraction is the cottage residence which has retained its old-world features, and provided the distance from a railway station does not debar the City man as a competitor.

At the close of the war—say Messrs. Battam & Heywood—many newly-rich, to whom money was no object, and who were intent upon making a splash, purchased large establishments, but with the depression in the investment market and subsequent stagnation of trade, many people found themselves in greatly reduced circumstances and no longer in a position to maintain themselves as country squires. Again, with smaller properties: many owners who have considered selling, even "willing sellers," have asked fancy prices, which the buyer is not now willing to pay. In fact, the drastic reduction in the cost of building villa residences in the last 18 months has put the buyer in a position to decide that, rather than pay a foolish price for a place which, although suitable on most points, he would prefer to spend a trifle more and have a place built exactly to his requirements.

Special attention this month is drawn to a very charming property in the Horsham district. This is a particular instance which shows wonderful possibilities afforded in the acquisition of an old Sussex farmhouse converted into a most delightful and up-to-date gentleman's residence, yet retaining the old-world atmosphere. There are 15 bedrooms, several bathrooms, and a charming suite of reception rooms, including an attractive galleried lounge hall containing a beautiful oriel window

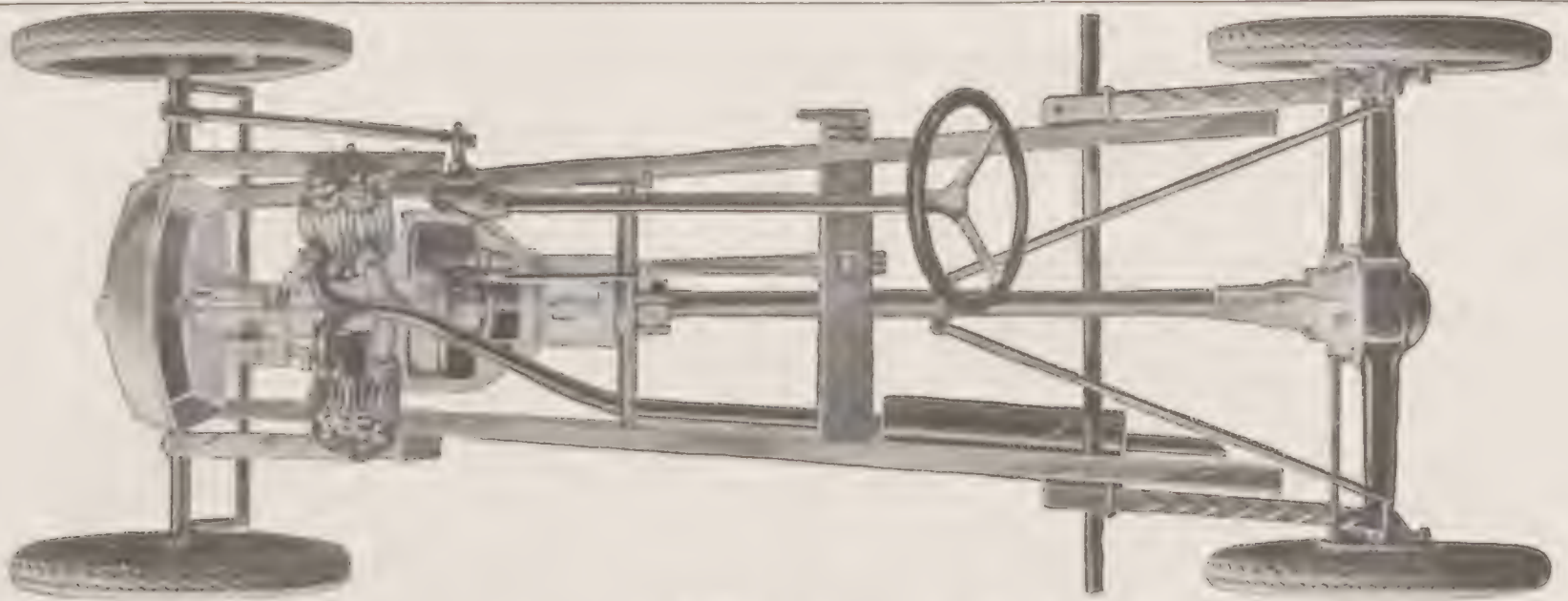
and wagon roof. The gardens form a special feature, with lawns, water and Dutch gardens, and the estate in all covers some 117 acres. Amongst numerous other transactions recently carried through by the agents, Messrs. Ralph Pay & Taylor, they report having purchased "Gwernyfed Park," Breconshire, on behalf of Captain W. D'Arcy Hall, comprising a fine modern Tudor residence with deer park of some 200 acres in extent, and also three miles of the finest salmon fishing in the renowned river Wye, together with a shooting of over 6,000 acres.

At the St. James' Estate Rooms, 20, St. James' Square, S.W.1, on November 7th, Messrs. Hampton & Sons will submit to auction several country properties, including "Carrick Grange," Sevenoaks, an attractive and compact residence with stabling, garage and beautiful grounds of about 5½ acres; "Gouray Lodge," Jersey, C.I., a freehold residential property with fine views and having stabling, farmery, etc., together with delightful ground of about 15½ acres; and "Cardrew," N. Finchley, a well-arranged freehold residence, with grounds sloping south of over three acres; "Heathfield," Winchester, a comfortable freehold residence with stabling, garage, greenhouses, and well-timbered gardens of about ¾ of an acre, also a plot of freehold building land of over 1½ acres adjoining; and the remarkable choice detached non-basement freehold town residence known as 39, Fitzjohns Avenue, Hampstead, containing a beautiful hall, four reception rooms, twelve bedrooms, four bathrooms, full-sized billiard room, garage and cottage, together with beautiful grounds of rare charm—in all about two acres.

During the past few weeks several attractive estates and residential properties have been disposed of by Messrs. Norfolk & Prior, of 131, Regent Street, including "Crithall," Benenden, Cranbrook, Kent, a picturesque farm house which was restored a few years back and every modern con-

venience installed. It contains a wealth of fine old oak beams in walls and ceilings; there are good farm buildings and heavily timbered park-like pasture and woodland, extending to about 35 acres; "Slopes," Woldingham, Surrey, a particularly modern and charming country residence with astronomical observatory, garage and beautiful terraced grounds of four acres; and "Nether Hall," near Bury St. Edmunds, a superbly placed Jacobean mansion, containing six spacious oak panelled reception rooms, long gallery 104 ft. in length, 24 bedrooms, bathrooms, electric light, central heating, etc. Also the Elizabethan Dower House, two lodges, stabling and garages. The glorious, heavily timbered park, with deer enclosure, large sheet of ornamental water and woodland, covers some 150 acres; whilst the lordship of the Manor of Nether Hall and Thurston is included in the sale.

A residence full of beauty and charm, on the Chiltern Hills in the vicinity of Missenden, about 2½ miles from the quaint old village of Great Missenden, with its station of the Metropolitan and Great Central Railway, is offered for sale by Messrs. Harrods, Ltd. In this property, the agents say, one has a wonderful example of a lost art, since building during the past centuries has, without doubt, greatly deteriorated. It contains many exceptionally fine masterpieces in panelling and carving by leading craftsmen of the period; a stately reception hall and magnificent dining hall have a lofty moulded oak beam panelled ceiling and oak windows and shutters of the fifteenth century taken from the monastery at Blois. There are nine bedrooms, two bathrooms, attractive pleasure grounds, garage, etc. The house having the accommodation arranged on two floors, is naturally an easy one to manage, and it must not be overlooked that, although in rebuilding the house has been kept to the pure fifteenth century style, there are none of the inconveniences and worries of an old house.



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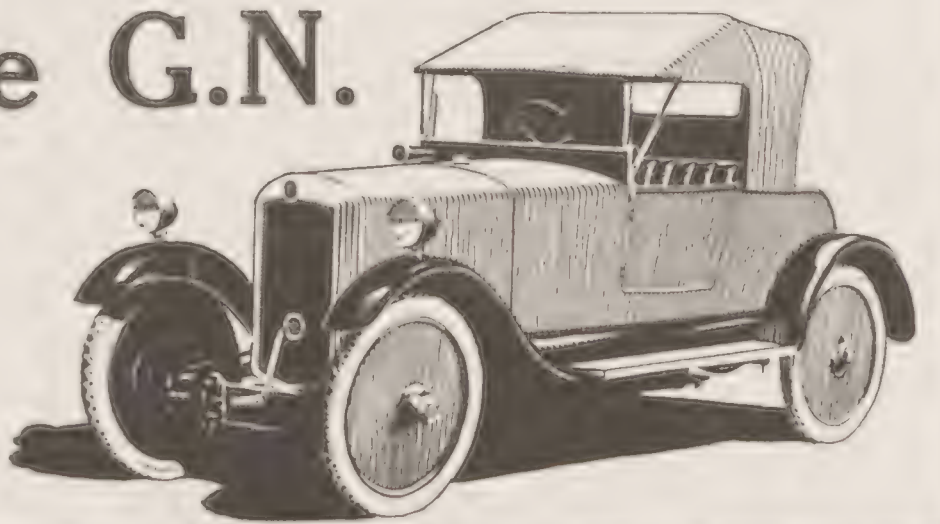
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A.B.C. (2) ..	10.37	91.5 x 91.5	275	Diatto (4) ..	15.9	80 x 100	?	Palladium (4) ..	11.8	69 x 120	450 gns.
A.C. (4) ..	11.8	69 x 100	475	Dodge (4) ..	23.8	98 x 114	350	Panhard-Levassor (4) ..	8.9	60 x 105	465
A.C. (6) ..	15.7	65 x 100	700	Enfield-Allday (4) ..	10.0	63.5 x 117.5	450	Panhard-Levassor (4) ..	13.9	75 x 130	650
Albert (8) ..	15	55 x 100	198 gns.	Enfield-Allday (4) ..	11.9	69 x 117.5	450	Panhard-Levassor (4) ..	17.9	85 x 140	775
Albert (4) ..	11.9	68 x 103	300 gns.	Eric-Campbell (4) ..	10.8	66 x 109.5	300	Panhard-Levassor (4) ..	27.3	105 x 140	900
Albert (4) ..	13.9	75 x 100	575	Essex (4) ..	18.2	85.7 x 127	395 gns.	Panhard-Levassor (8) ..	35.8	85 x 140	1,350
Amilear (4) ..	7.5	55 x 95	260	Fiat (4) ..	10.4	65 x 110	495	Peugeot (4) ..	10.8	66 x 105	?
Amilear (4) ..	10.4	65 x 112	425 prov.	Flying Scotchman (4) ..	26.3	72.5 x 140	550	Peugeot (4) ..	17.9	85 x 130	?
Armstrong-Siddeley (6) ..	17.9	69.5 x 109.8	660	F.N. (4) ..	13.5	75 x 125	875	Peugeot (4) ..	22.3	95 x 135	?
Armstrong-Siddeley (6) ..	29.5	88.9 x 133.4	950	F.N. (4) ..	20.1	90 x 150	1,250	Phoenix (4) ..	11.9	69 x 100	375
Arrol-Johnston (4) ..	15.9	80 x 130	550	Galloway (4) ..	10.9	66.5 x 110	295	Phoenix (4) ..	11.9	69 x 120	395
Ashby (4) ..	8	57 x 95	?	Gordon (4) ..	19.6	34.5 in.	395	Phoenix (4) ..	17.9	85 x 135	575
Ashton-Evans (4) ..	12	69 x 120	400	G.N. (2) ..	10.0	89 x 98	205 gns.	Renault (6) ..	26.9	85 x 140	1,175
Ashton-Evans (4) ..	11	66 x 110	320	G.N. (4) ..	10.0	62 x 91	245 gns.	Renault (4) ..	8.3	58 x 90	350
Aster (6) ..	17.9	69.5 x 115	585 (c)	Guv (8) ..	20.0	72 x 125	?	Renault (4) ..	13.9	75 x 120	495
Ausaldo (4) ..	12	70 x 120	510	G.W.K. (4) ..	10.8	66 x 100	285	Renault (4) ..	15.9	80 x 140	775
Ausaldo (6) ..	15.7	65 x 100	745	Hampton (4) ..	9.8	63 x 100	295	Renault (6) ..	45	110 x 160	1,325 (c)
Austin (4) ..	22.4	95 x 127	755	Hampton (4) ..	11.9	69 x 120	425	Rhode (4) ..	9.5	62 x 90	250
Austin (4) ..	12.8	72 x 102	450	Hands (4) ..	9.8	63 x 100	260 gns.	Riley (4) ..	10.8	65 x 110	430
Austin (4) ..	7.2	24 x 3 in.	225	H.E. (4) ..	13.9	75 x 120	600	Richardson (2) ..	8.0	85 x 85	190
A.V. (2) ..	8.9	85 x 88	150	H.E. Sports (4) ..	13.9	75 x 120	700	Rochet-Schneider (4) ..	15.9	80 x 130	22,500 f.
B.A.C. (4) ..	10.8	66 x 109.5	395	H spano-Suiza (6) ..	38	100 x 140	2,350	Rochet-Schneider (4) ..	22.4	95 x 140	28,800 f.
Bayliss-Thomas (4) ..	8.9	60 x 95	260	Hillman (4) ..	10.4	65 x 120	430	Rochet-Schneider (6) ..	37.2	100 x 130	58,500 f.
Bayliss-Thomas (4) ..	10.8	66 x 109.5	295	Hornstead (4) ..	12.0	70 x 100	325	Rolls-Royce (6) ..	21.6	3 x 4 in.	1,590
Bean (4) ..	11.9	69 x 120	335	Horsman (4) ..	11.9	69 x 100	357	Rolls-Royce (6) ..	48.6	114 x 121	1,850 (c)
Beardmore (4) ..	11.5	68 x 114	495	Hotchkiss (4) ..	15.8	80 x 120	?	Rover (2) ..	8.9	85 x 88	180
Belsize (2) ..	8.9	85 x 121	255	Hotchkiss (4) ..	22.4	95 x 140	?	Rover (4) ..	13.9	75 x 130	550
Belsize (4) ..	11.9	69 x 130	?	Hudson (6) ..	29.4	88.9 x 127	550 gns.	Ruston-Hornsby (4) ..	15.9	80 x 130	475
Belsize (4) ..	20.68	90 x 110	595	Humber (4) ..	7.8	56 x 100	275	Ruston-Hornsby (4) ..	20.0	90 x 130	575
Bentley 3 litre (4) ..	15.9	80 x 149	1,050 (c)	Humber (4) ..	11.4	68 x 120	510	Salmson (4) ..	9.5	62 x 90	195 gns.
Benz (4) ..	13.9	74.5 x 120	725	Hurtu (4) ..	15.9	80 x 140	750	Salmson (4) ..	10.4	65 x 90	310 gns.
Benz (4) ..	15.9	80 x 130	850	Hurtu (4) ..	14.3	76 x 130	465 (c)	Seabrook (4) ..	9.8	63 x 120	395
Benz (6) ..	23.8	80 x 138	1,175	Isotta Fraschini (8) ..	35.8	85 x 130	1,700	Standard (4) ..	10.8	66 x 109.5	325
Berliet (4) ..	15.9	80 x 130	535	Itala (4) ..	17.1	83 x 130	750	Standard (4) ..	14.4	76 x 127	550
Berliet (4) ..	25	100 x 140	795 (c)	Itala (4) (Sports) ..	17.1	83 x 130	1,100	Star (4) ..	11.9	69 x 130	465
Bianchi (4) ..	12.1	70 x 110	450 (c)	Jowett (2) ..	7.0	75.4 x 101.5	220	Star (6) ..	17.8	69 x 130	925
Bianchi (4) ..	12.8	72 x 120	550 (c)	King (8) ..	28.8	3 x 5 in.	695	Stonleigh (2) ..	8.9	85 x 88	185
Buckingham (2) ..	9.8	80 x 88	185	La Buire (4) ..	13.9	75 x 150	740	Straker-Squire (4) ..	10.4	65 x 110	450
Bugatti (4) ..	11.5	68 x 100	650	Lagonda (4) ..	11.9	69 x 95	280 gns.	Straker-Squire (4) ..	20.1	90 x 120	725
Bugatti (4) (Sports) ..	12.0	69 x 100	800 gns.	Lanchester (6) ..	38.4	101.6 x 127	1,800 (c)	Straker-Squire (6) ..	23.8	80 x 130	1,450
Buick (4) ..	18.2	85.7 x 120.7	365	Lea Frances (2) ..	7.1	?	190	Stringer-Smith (4) ..	9.02	22 x 34 in.	360
Buick (6) ..	27.3	85.7 x 114.3	470	Lea Frances (4) ..	8.9	?	230	Stringer-Smith (4) ..	11.02	22 x 34 in.	380
Buick (6) ..	27.3	85.7 x 114.3 (Long Chassis)	560	Lea Frances (4) ..	11.0	?	395	Stringer-Smith (4) ..	11.08	69 x 120	390
Cadillac (8) ..	31.25	34 x 54 in.	1,200	Léon Bollée (4) ..	12.8	72 x 120	?	Sunbeam (4) ..	13.8	72 x 120	685
Calcott (4) ..	10.5	65 x 110	?	Léon Bollée (4) ..	15.9	80 x 130	700	Sunbeam (4) ..	15.9	80 x 150	895
Calcott (4) ..	11.9	69 x 110	?	Leyland (8) ..	39.2	89 x 146	1,875 (c)	Sunbeam (6) ..	23.8	80 x 150	1,220
Calcott (4) ..	13.9	75 x 120	?	Lorraine (6) ..	20.9	75 x 130	795	Swift (4) ..	8.9	60 x 97	275
Calthorpe (4) ..	10.4	65 x 95	285 gns.	Magnetic (4) ..	15.9	80 x 130	950	Swift (4) ..	11.9	69 x 130	485
Calthorpe (4) ..	11.8	69 x 100	410 gns.	Marseal (4) ..	10.0	63 x 100	215	Talbot (4) ..	8.0	57 x 95	295
Chandler (6) ..	29.4	34 x 5 in.	?	Marseal (4) (Sports) ..	11.9	69 x 100	400	Talbot (4) ..	8.9	60 x 95	375
CharronLaycock (4) ..	10.5	65 x 110	475	Mathis (4) ..	6.2	50 x 80	197	Talbot (4) ..	25.54	101.5 x 140	1,090
Charron ..	8.3	58 x 100	275	Mathis (4) ..	7.5	55 x 80	250	Talbot (6) ..	12.0	57 x 95	575
Charron (4) ..	17.9	85 x 150	550	Mathis (4) ..	8.9	60 x 100	365	Talbot-Darracq (4) ..	8.0	57 x 95	275
Chevrolet (4) ..	21.7	93.6 x 101.6	235	Mathis (6) ..	11.2	55 x 80	?	Talbot-Darracq (4) ..	11.4	68 x 110	525
Citroen (4) ..	7.5	55 x 90	225	McKenzie (4) ..	10.5	66 x 109.5	395	Talbot-Darracq (4) ..	17.9	85 x 130	625
Citroen (4) ..	11.4	68 x 100	355	Meteorite (4) ..	10.8	66 x 109.5	450	Talbot-Darracq (8) ..	27.9	75 x 130	975
Cleveland (6) ..	22.0	3 x 4 in.	?	Minerva (4) ..	13.9	75 x 112	590	Tamplin (2) ..	8.93	85 x 85	160
Cluley (4) ..	10.4	65 x 110	375	Minerva (4) ..	20.1	90 x 140	740	T.B. (three-wheeler) (2) ..	8.0	85 x 85	155
Cluley (4) ..	11.8	69 x 110	450	Minerva (6) ..	20.9	72 x 112	850	Trojan (4) ..	10.0	64 x 121	230
Corona (4) ..	9.8	63 x 100	300	Minerva (6) ..	30.1	90 x 140	990	Turner (4) ..	11.9	69 x 100	357
Crossley (4) ..	15.6	80 x 120	475	Moon (6) ..	23.4	34 x 44 in.	450	Unic (4) ..	12.1	70 x 120	555 (c)
Crossley (4) ..	19.6	90 x 150	759	Morris (6) ..	17.8	69.5 x 102	525	Unit (4) ..	9.8	63 x 100	245 gns.
Crossley (4) (Sports) ..	19.6	90 x 150	875	Morris Cowley (4) ..	11.9	69.5 x 102	225	Vauxhall (4) ..	13.9	75 x 130	595
Crossley (4) ..	25.6	106.1 x 140	975	Morris-London (4) ..	17.9	85 x 127	395	Vauxhall (4) ..	22.4	95 x 140	895
Crouch (2) ..	8.1	85 x 110	235	Morris Oxford (4) ..	13.9	75 x 102	355	Vermorel (4) ..	12.1	70 x 110	550
Crouch (4) ..	12.2	69 x 100	335	Mors (4) ..	13.9	75 x 112	850	Vermorel (4) ..	15.9	80 x 130	685
Crouch (4) ..	11.8	69 x 100	295	Mors (4) ..	20.0	90 x 140	1,050	Vulcan (4) ..	11.9	69 x 120	545
Cubitt (4) ..	15.9	80 x 140	360	Napier (6) ..	38.4	102 x 127	1,750 s.w.b.	Vulcan (4) ..	15.9	80 x 130	645
Day Leeds (4) ..	10.0	63 x 100	340	Oakland (6) ..	18.88	71.4 x 120.6	390	Vulcan (4) ..	22.4	95 x 130	645
De Dion (4) ..	12.1	70 x 120	455	Overland (4) ..	18.2	85.7 x 102	268	Waverley (4) ..	10.8	66 x 109.5	325
De Dion (4) ..	15.1	78 x 130	575	Packard (6) ..	27.34	34 x 5 in.	875	Waverley (4) ..	14.4	76 x 127	525
De Dion (4) ..	20.1	90 x 130	1,025	Packard (12) ..	43.2	3 x 5 in.	1,550	Westwood (4) ..	11.9	69 x 120	485
De Dion (8) ..	23.8	70 x 120	1,100	Paige (6) ..	25.6	34 x 5 in.	425	Willys-Knight (4) ..	27.0	92.3 x 114.5	495
Deemster (4) ..	9.5	62 x 90	280	Paige (6) ..	33.6	34 x 5 in.	795	Wilton (4) ..	11.9	69 x 100	365
Deemster (4) ..	11.9	69 x 100	315	Paige-Jewett (6) ..	25.6	34 x 5 in.	495	Wolseley (4) ..	7	34 x 34	255
Delage (4) ..	12.8	72 x 130	575 prov.	Palladium (4) ..	11.8	69 x 100	375 gns.	Wolseley (4) ..	14	34 x 54	525
Delage (6) ..	23.8	80 x 150	750 prov.								
Delaunay-Belleville (4) ..	12.8	72 x 120	535 (c)								
Delaunay-Belleville (6) ..	22.6	78 x 140	850 (c)								
Delaunay-Belleville (4) ..	15.9	80 x 130	600 (c)								
Derby (4) ..	8.3	58 x 85	250								
D.F.P. (4) ..	10.4	65 x 120	495								
D.F.P. (4) ..	12.1	70 x 130	800								



MINERVA 1923 PRICES

15 h.p. 4-cyl. chassis	£590
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4-5 seater	£840
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IT was almost inevitable that Type 61 should bear out its reputation as the greatest Cadillac by establishing a remarkable sales record.

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Now with the figures compiled, it is possible to announce that Cadillac in 1922 has achieved the greatest success in all its history.

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Model 61 5-seater Phaeton	£1145
Model 61 5-seater Saloon	£1485
Model 61 7-seater Imperial Limousine	£1645

IT signifies that the public considers Type 61 the greatest motor car value in the world.

Owing to the large number of types of General Motors' Products it has been found impossible to stage them all to advantage at Olympia. A Special Exhibition will therefore be run concurrently at 1, Thurloe Place, S.W.

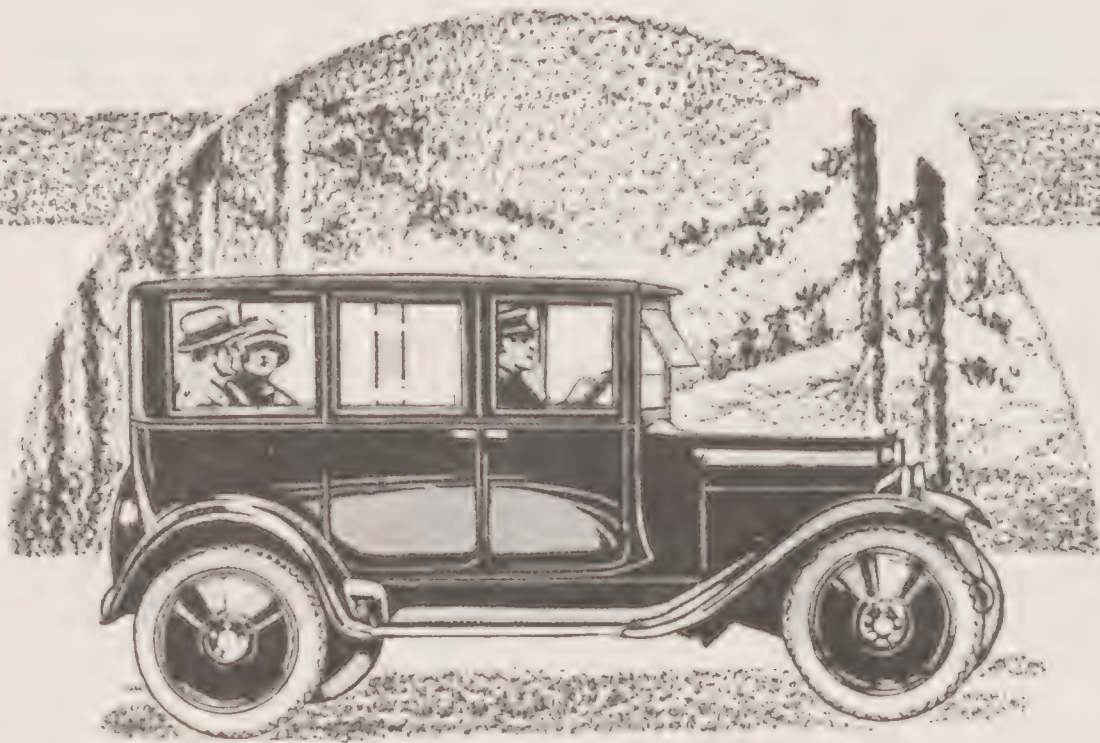
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Or at Special Exhibition

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Standard of the World



DODGE BROTHERS 4-DOOR SALOON

The enthusiasm of the Dodge Brothers Saloon owner is easily understood. His low cost of upkeep comes as a revelation, his repair bills, even after years of service, a matter almost of no account

Limousines and Landaulettes with English Coachwork supplied

FREE LESSONS IN DRIVING

Heavily shod with cord tyres, electric lighting, self-starter, Auto-vac petrol feed, right-hand steering, and other features peculiar to *high priced* cars

£545

During the Show we are running a free service of buses from Hammersmith Station to the White City between the hours of 11 a.m. and 8.30 p.m. Having extensive garage accommodation at our Depot we will gladly garage cars at a very nominal fee, and will convey the occupants from our Depot to the White City free of charge.

**STAND 70
WHITE CITY**

International Motors Ltd.

Brook Green, Hammersmith, W.6.

Telephone: Hammersmith 1972-3-4

BROADCASTING BUSINESS BREVITIES.

Aiding the Motorist—An Interesting Announcement to Angus-Sanderson Car Owners—Payment out of Income—And other Business Matters.

NAVAL EXPERT'S NEW ROLE.

We had the pleasure of meeting Mr. Arthur J. H. Pollen last week. Mr. Pollen, who is now with the Daimler Co., Ltd., on their publicity side, will be remembered as the pioneer of naval fire control, and a brilliant writer on naval affairs in *Land and Water* and the *Westminster Gazette*—articles which were of deep interest during the war. He should prove a valuable acquisition.

AIDING THE MOTORIST.

There is an undoubted benefit to motor-owners in a chain of hotels extending North, South, East and West, all united under one sign, one which stands for excellence of fare and comfortable accommodation, and that is the function which Trust Houses, Ltd., have set out to fulfil. Many of their branches are old posting houses modernised to meet the requirements of the age while still retaining their individuality and old-world flavour, whilst others are quite new. The points which characterise them all are scrupulous cleanliness, a meal at any hour of the day, and these small personal courtesies which mean so much to road users.

A LEAD FROM PLYMOUTH.

Have you an Angus Sanderson car? If so, this announcement may interest you, for by paying £15 for every thousand miles, to Mr. Walter Williams, of 118, Tavistock Road, Plymouth, he will provide your car with free petrol, free oil, free tyre and tyre inflation, free running adjustments monthly, free spare wheel and tyre during repairs, free tuition in driving and management, and a free get-you-home scheme in case of breakdown. In addition, he is providing for a 10 per cent. refund on a three years basis

of any surplus over cost on the running of each car, as declared by chartered accountants. Mr. Williams will be glad to supply further information to any desirous of same.

"PAYMENT OUT OF INCOME."

According to the latest statistics from U.S.A. over 85 per cent. of all cars purchased are acquired on the system of "payment out of income." This habit, apparently, is catching, for during the past two or three years the growth of this principle of trading in Great Britain has been very marked. It is not often possible, however, for people living in the country to buy cars on this system, because their local car agents are unable to finance the business. The Service Guarantee Corporation, Ltd., of 93, Gt. Portland Street, W.1, has recently been formed with a view to enabling agents for Albert cars to deal with hire purchase business, and not only with Alberts, but with any other make of car in which they are interested.

MORE RECORDS BROKEN.

On the 4th ult., at Brooklands, a 2-litre Wolseley, fitted with Dunlop

cord tyres, surpassed all previous achievements by breaking no fewer than 23 Class B records, as follows:—Five hours, 391 miles 11 yds.—average speed 78.20 m.p.h.; six hours, 473 miles 477 yds.—average speed 78.88 m.p.h.; seven hours, 549 miles 1,685 yds.—average speed 78.56 m.p.h.; eight hours, 630 miles 439 yds.—average speed 78.78 m.p.h.; nine hours, 709 miles 3 yds.—average speed 78.77 m.p.h.; ten hours, 786 miles 8 yds.—average speed 78.60 m.p.h.; eleven hours, 865 miles 1,721 yds.—average speed 78.72 m.p.h.; and twelve hours, 935 miles 359 yds.—average speed 77.93 m.p.h. The remaining 15 records were as follows:—400, 500, 600, 700, 800, 900 miles and 7 to 15 kilometres inclusive.

A NEW VENTURE.

The premises formerly occupied by the British Gregoire Co., at 2, Halkin Place, Belgrave Square, have been acquired by Maxwell Monson, Ltd., of which Sir Maxwell Monson is chairman and managing director. The company is specialising in first and second-hand Fiats and other well-known makes, while overhauls and repairs are to be thoroughly catered for, for any and every kind of car, in the well-equipped and spacious workshops by a highly skilled staff. Sir Maxwell has been connected with Fiats on the sale side since 1905, both in Paris and London.

OUR FRONTISPIECE.

The illustration which constitutes the frontispiece, and those appearing on page 5, of this issue, are undoubtedly remarkable examples of the photographer's art, and we are indebted to the Topical Press Agency for permission to reproduce them.



When you sip your Heidsieck Dry Monopole, if your thoughts turn motorwards, this is Mr. Price Hollowes' car, of Messrs. Martin, Bird and Hollowes, who import that superb vintage.

The

WORLD'S WORK

NOVEMBER, 1922

Contains

Islam Aflame with Revolt

Following upon Recent Events in the Near and Far East

The Farm Labourer's Nest Egg

The Growth of the Agricultural Workers' Union

Sky Signs and Flood-Lighting

How the Great Electric Signs are Built and Operated

A Woman with a Chisel

The Career and Remarkable Sculpture of
Mrs. Hilton Young (Lady Scott)

The World goes Motoring

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IMPORTANT NOTICE:

Commencing with January, 1923, the price of THE WORLD'S WORK will be reduced to 1/-



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DEPENDS UPON THE
EFFICIENCY OF ITS TRANSPORT*

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Reproduction from a photograph of the actual "Motor-Owner" Mascot.

(Regd. Design)

The "MOTOR-OWNER" MASCOT

THESE Mascots are vastly different from the ordinary ones of every-day commerce; they are hand chased and finished throughout, and have been pronounced by experts as works of art. Made solely by Mappin & Webb, in bright or oxidised nickel, or bronze, 7½ in. high **£6-6-0**



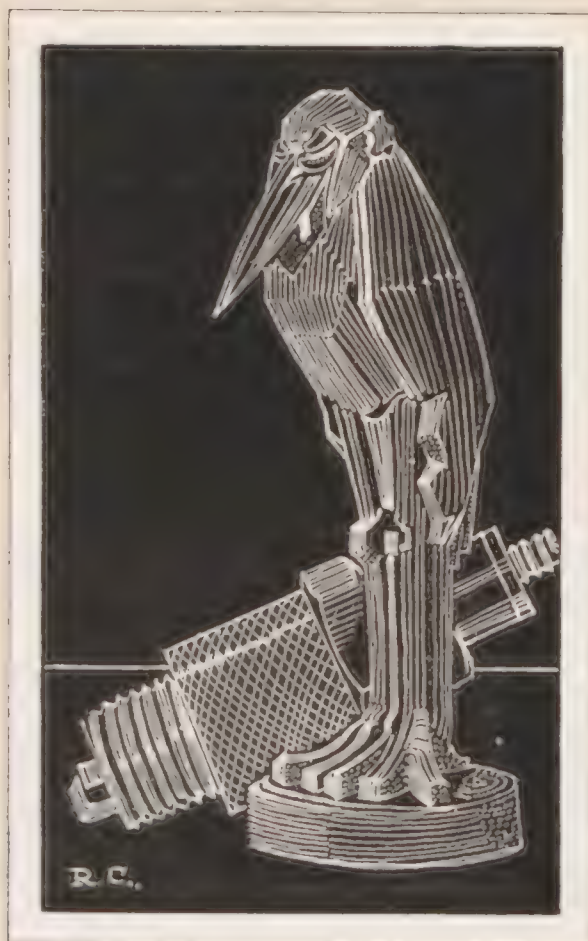
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SILVERSMITHS TO H.M. THE KING

MAPPIN & WEBB

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LONDON

Oh, By The Way, - That Gadget!



SUPPLEMENT TO
THE MOTOR-OWNER
NOVEMBER 1922

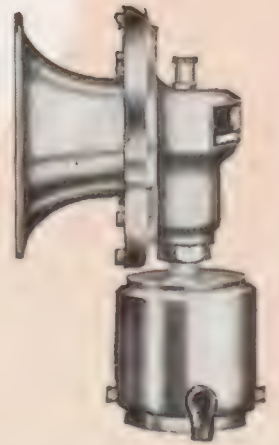


THE KLAXON "TIGER"

BY lightly touching the Klaxon push button, a short, deep-toned blast is produced. This is known as the Klaxon "Tiger."

ONE "TIGER" is more effective than a dozen nagging "honks" of the bulb-horn; yet it makes less actual noise. In an emergency it alone can meet the situation.

THE KLAXON Co. Ltd., 38 BLANDFORD ST., LONDON, W.1



"GREASE WITH EASE THE 'ENOTS' WAY"

"Enots"

THE MOTORIST'S MOST MESSY JOB MADE QUICK, CLEAN AND EASY by adopting "Enots" Flexible Grease Gun System, which is now fitted as standard by more than 20 leading car manufacturers.

We call attention to the following unique features:

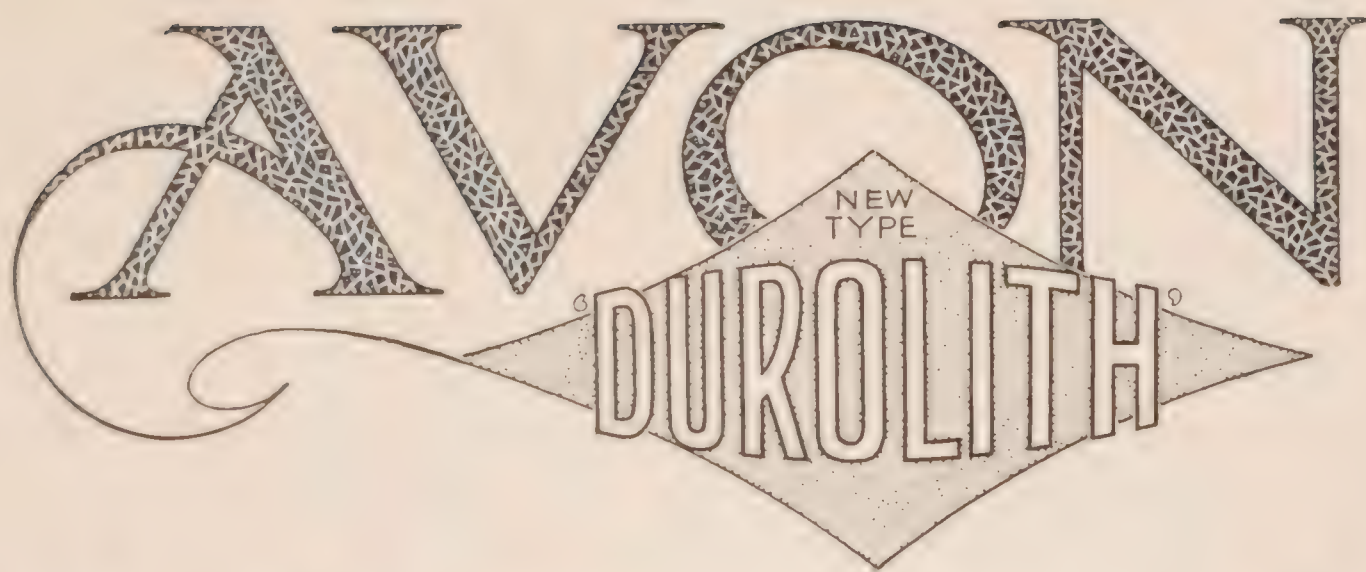
1. Replaces old type dirty greasers, and efficiently lubricates all bearings on chassis in 15 minutes.
2. Is absolutely clean to handle and to use.
3. Forces grease into bearings at enormous pressure.
4. Cleans as it lubricates.
5. Cannot leak when carried in car.
6. Saves 75 per cent. of your grease.

We guarantee absolute efficiency! Price of complete outfit, 23/- to 78/-, according to car.

Obtainable from your agent, or, failing this, direct from

BENTON & STONE, LTD.
"ENOTS" WORKS, BIRMINGHAM
(SHEWING AT OLYMPIA, STAND 441)





the British tyre you have waited for

THE new Avon "Durolith" beaded edge cover, now available in all standard and commonly used sizes, represents the high-water mark of achievement in motor tyre construction. Features of special interest to be noted are :

❶ Bold Non-skid Tread of exceptional depth and *toughness*, with continuous wearing surface at point of road contact—an ingenious expression of the three-ribbed principle.

❷ Cord and Super-fabric casings of improved flexibility—conducive to greater comfort, lower fuel consumption and longer life.

❸ Improved bead, moulded to fit snugly in the clinch of the rim and practically indestructible.

❹ Every tyre fully up to marked size—*i.e.*, virtually an oversize.

Reduction of Price

Substantial reductions in the prices of all Avon Tyres are now in force and motorists will find that this new "Durolith" represents the finest value in tyres that has ever been offered to the public.

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Works (Estd. 1885) : Melksham, Wiltshire.

Depots at Manchester, Leeds, Liverpool, Glasgow, Birmingham, Swansea, Bristol, Aberdeen, Nottingham, Newcastle, Cardiff, Plymouth, Dublin, Belfast.

Stand 528
Olympia



Example Prices

Size	Durolith Super-fabric			Tube	
	£	s.	d.	£	d.
26 x 3	2	4	3	8	0
28 x 3 (700 x 80)	2	5	9	8	6
30 x 3½	3	6	9	10	3
710 x 90	2	17	3	9	6
760 x 90	3	7	3	10	0
810 x 90	3	12	6	10	6
815 x 105	4	8	0	12	9

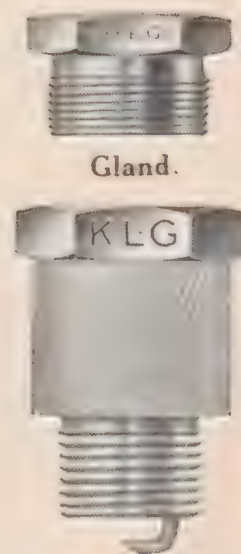
Many Cord sizes now ready : others available shortly.

K.L.G. PLUGS



Central Electrode.

"K.L.G." type G. J. & K. plugs are all made in three units—the body, gland nut, and insulated centre. By simply unscrewing the gland nut the insulation may be removed for cleaning or inspection, without removing the body from the engine cylinder. There is a K.L.G. plug of this type for every average engine at 6/- (Renewable centres 3/-)



Plug Body.

Sole Manufacturers: **The Robinhood Engineering Works, Ltd., Putney Vale, London, S.W.15**

Telephone: Putney, 2132 2133

Telegrams: Kaelgee. Phone, London.



STAND NO. 37
SPRING



WHITE CITY
GAITERS

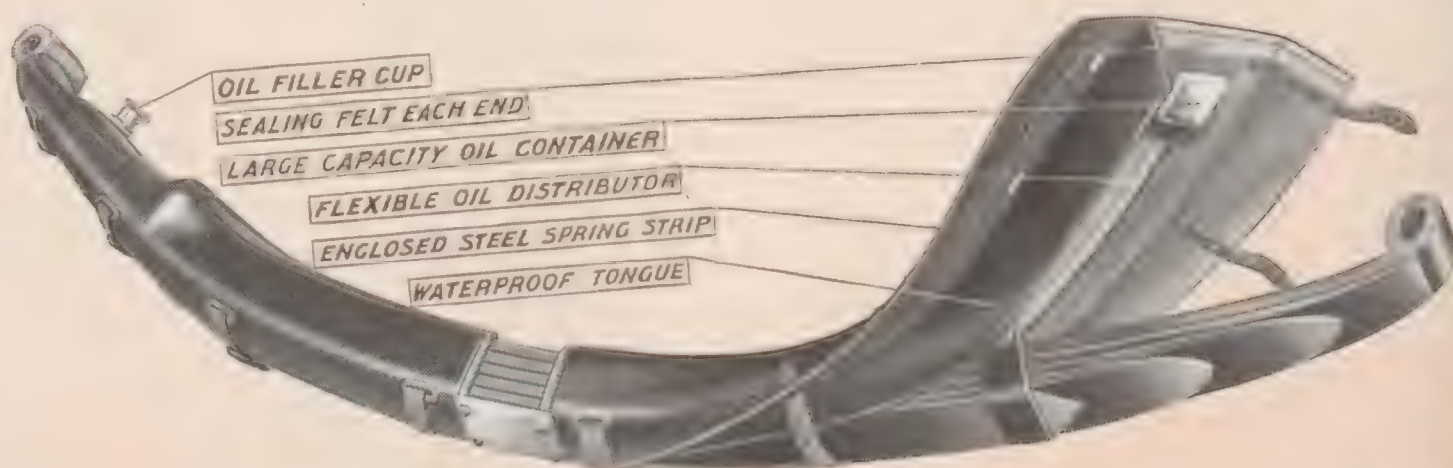
Before deciding upon Spring Gaiters for your car it will repay you to visit our Stand, where we shall be pleased to demonstrate the efficiency of our system by means of a working model under actual road conditions

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Telephone: Victoria 8592 (4 lines)

THE LUCAS GRADUAL DIMMER



CASH PRICE
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In United Kingdom

The Question of Dimming

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As the range of the LUCAS GRADUAL DIMMER is infinite between full light and mere red glow, it meets the exigencies of the "Road" safely and courteously.

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LUCAS



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JOSEPH LUCAS LIMITED
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BIRMINGHAM

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This service consists of free battery testing and advice and responsible repairs at reasonable cost to any make of battery.

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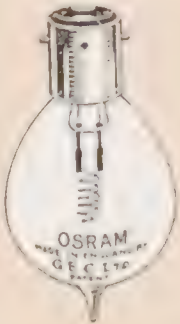
Steering Pillar Pattern



Side Light.
Diam.
25 m/m.



Twin Filament.



Headlight (Vacuum).
Diam. 35 m/m.



Headlight (Vacuum).
Diam. 50 m/m.

Osram

G.E.C.

AUTOMOBILE LAMPS

The lamps that ensure for the user
the full advantages of electricity
FOR CAR LIGHTING.

ABSOLUTELY VIBRATION PROOF
LONGEST POSSIBLE LIFE
SMALLEST CURRENT CONSUMPTION

Used on all Types of British and Foreign Cars
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This unique type of Packing, exclusive to OSRAM Automobile Lamps, has been specially designed to ensure that damage from handling, transit or other causes is reduced to a minimum.
Every lamp is packed separately in a strong carton which can be conveniently stored in either Garage or Car.

Motorists' Spare Lamp Cases



These cases are made in two sizes to carry sets of lamps suitable to the requirements of each individual car.



Tail and
Dashboard
Diam.
19 m/m.



Foot Lamp



Foot Lamp



Headlight (Gasfilled)
Diam. 35 m/m.



Headlight (Gasfilled)
Diam. 50 m/m.

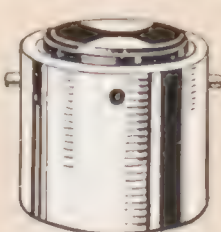
TYPES OF CAPS.



A.—British Small Bayonet.
B.—American Small
Bayonet with Short Pins.



C.—British Small Bayonet.
Centre Contact.
D.—American Small
Bayonet Centre Contact.



E.—British Large Bayonet.



F.—French 3-Pin Centre Contact



G.—Small Screw.



H.—Medium Screw

Advt. of The General Electric Co., Ltd., Magnet House, Kingsway, London, W.C.2.

FALLACIES ABOUT OIL

OWING to the technical wording or phraseology oft-times used by writers in dealing with the subject of lubrication, a certain confusion of ideas has been engendered in the minds of many motorists. This is unfortunate in that a lubricant is the life-blood of the motor, and therefore its choice calls for careful consideration.

Without a doubt a large number of the motoring public consider a heavy bodied oil, or as they might term it a "thick oil," to be better for use on their cars. This is simply because such oil is very viscous at normal temperatures, and, therefore, they believe it will function better when subjected to the heat generated by the working of the engine.

Whilst it is necessary to have an oil with lubricating qualities to prevent metallic contact under working conditions, the "thick oil" idea is a fallacy, for, although chosen to widen the margin of safety, the efficiency curve of the engine is oft-times lowered to a point of making this choice a particularly expensive one. Quite apart from the frictional load of the engine being increased by too heavy or viscous oil, there is also the likelihood of excessive carbon deposits after comparatively short mileage, which necessitates the trouble and expense of decarbonisation. Another factor is that these so-called heavy oils usually congeal when cold, making it difficult for the pump to circulate the oil throughout the system; in fact, much of the trouble experienced with starting can be traced to the too heavy nature of the lubricant in use.

If an oil meets some specification or makes a good appearance in a bottle, and if the guide published by some oil company recommends the oil for a certain make of car, this oil is purchased. Probably only the practical minded pay even this much attention to the subject, most motorists accepting whatever oil is offered to them. The fact remains that in most motors the oil, when subjected to working conditions, undergoes complete change, and with the majority of oils such change occurs after a few hours running, until it has become no more like the original oil than black is like white; but few pay the slightest attention to this or even know that such a change has taken place.

If motor users would consider the working conditions to which the oil is to

be subjected, a long step would be taken toward the goal of efficiency in motor lubrication, and at the same time there would be eliminated from the market many of the very ordinary oils now disposed of for this very important work of motor lubrication.

The following suggestions may prove helpful. The oil that changes least in the motor during use is the one that will give the best service, as this unchanged condition can only result from the oil itself making and holding a "seal" against the petrol and "heavy end" leakages. If a motor oil becomes unduly thin after use, it indicates petrol leakage, caused by inefficient sealing qualities, and the choice of a heavier oil or one having entirely different characteristics becomes necessary.

It is because of the above reason that many choose a heavier oil, but in view of the fact that lighter bodied oils can now be procured that are made from asphaltic base crudes, the characteristics of which give them the necessary sealing qualities without increasing the frictional load, the motorist would do well to give these new oils serious consideration.

It might also be pointed out that the so-called heavy bodied oils show a marked degree of decomposition under distillation. In other words, the heavier the oil that it used, invariably the greater the carbon deposit, whereas the asphaltic base crude produces lubricants that will distill without decomposition, which is the reason for their low carbon content.

It need hardly be pointed out that the flash and fire of the original oil will not serve as a guide for the oil's effectiveness. The statement should not be made that high flash or high fire test oil is a necessity for the internal combustion engine work, in view of the fact that practically all oils are lowered in flash immediately after the motor is started.

On making a choice, motorists would do well to keep prominently before them that the use of any oil more viscous (thick) than is necessary to prevent metallic contact and create a good seal in the piston, makes extra work for the engine, which is far greater than generally supposed. It should, therefore, be considered by all to be of the utmost importance that no power be wasted by the use of too heavy a lubricant—a common mistake at present.

GET A GREASE GUN GOING.

IF you cannot obtain your ideal car, the "bus" which constitutes the whole of your desires, you can at least, with the aid of accessories, attain something approaching the one of your dreams. So let us consider the merits of a few of these fascinating "gadgets."

To begin with, any device which tends to simplify motoring matters is surely worthy of attention, and one that is really noteworthy is the "Lightning Fastener." This interesting accessory does away with straps, buckles, laces, buttons—irritating things—and can be used to fasten practically anything, and although extremely simple in action, it is remarkably efficient. Together with other attractive items, a selection being the "Auster" auxiliary wings; Auster spring puttees; the "Auster Kent" glare guard; and an assortment of screens for both front and rear seats, the Lightning Fastener will be exhibited by Auster, Ltd., during the Motor Show on Stand No. 508 at Olympia.

It is generally agreed that the use of spring gaiters prolong the life of those important adjuncts to the car—the springs. The "Wefco," manufactured by Wilcot (Parent) Co., Ltd., can be obtained in all sizes. This spring cover

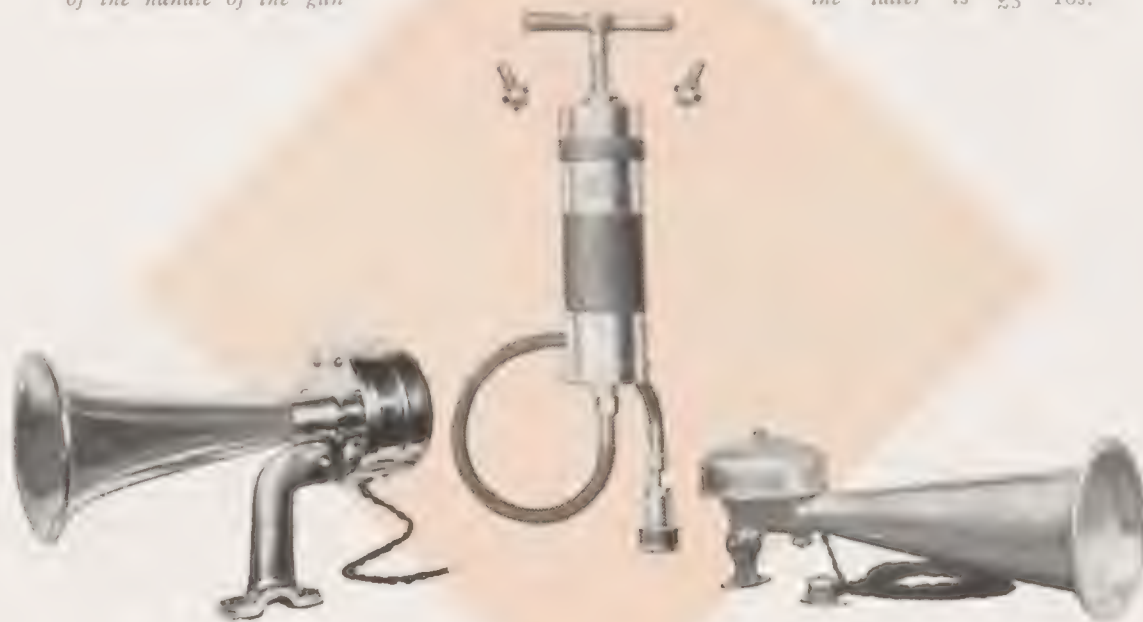
has several distinguishing features, including an ingenious system of invisible lacing, coupled with a patent interlocking joint. Under the lacing an underlapping tongue runs the full length of the cover, presenting a perfectly watertight joint. Another useful feature is the leather flange at each end which retains the lubricant. The Wilcot Stand during the Motor Show is No. 132 at the White City.

An alternative method of prolonging the life of the springs is by fitting shock absorbers, and to name only one of the many really efficient devices designed for this purpose is the "Glyda" shock absorber, which is marketed by the Goodwins Motor Agency. The main points of this invention are its effective elimination of road shocks, however severe; its absolute check on the recoil of the springs; an increase in spring resiliency and consequent increased comfort in driving. It is simple to fit and is extremely durable. The price is £4 7s. 6d. per pair.

Now that winter is upon us, a foot-warmer becomes an essential to motoring comfort, and not only must personal feeling be considered, but the engine also should be studied. A heater designed

If you would render the greasing-up job an easy and pleasant operation—usually neglected or tackled with impatience—the "Enots" flexible grease gun system (centre illustration) will help you considerably. A few turns of the handle of the gun

and the job is done. Illustrated also are two smart and efficient electric autohorns—the one on the right being made by Alfred Graham and Co. and the other by Clear Hooters, Ltd., of Birmingham. The price of the latter is £3 10s.



BEAUTY ON THE ROCK.

for both these purposes must of necessity be safe, economical, fireproof, and free from fumes or smoke, and these important details are covered by the Double Purpose Heater, price £1 1s., made by the Cooper Stewart Engineering Co. Speedometers, electric and mechanical warning signals and search lights are also products of this firm, and during the Motor Exhibition a selection will be found on Stand 533.

The dazzle problem is ever present, and any lamp which will help to overcome the difficulty is worthy of deep consideration. Moreover, when such a headlamp constitutes a complete unit in itself, requiring no fittings such as hoods, shutters, or auxiliary parts, we feel that the problem is on the way to being solved. All these qualities are present in the Moonbeam Non-dazzle Headlamp, which is made by the Moonbeam Engineering Co. at the price of £13 15s. per pair.

If you wish to obtain the best result from accumulators, it is essential that you should use a pure brimstone-made sulphuric acid. "B.A.A.," prepared under the supervision of the skilled chemists of F. W. Berk and Co., fulfil these conditions. "B.A.A." is supplied to the principal Home and Colonial Depart-

ments and the largest telegraph and railway companies and accumulator manufacturers throughout the world.

For the wherewithal wherein to place creature comforts for the inner man, there is a very compact luncheon and tea case, named the "Two Seater," (by Mappin and Webb), which is priced at £13, and another for four persons at £33. This combined case is suitable for fitting on the running board of a car, and is absolutely dust and waterproof. Then there is the Motor "Footstool" case, very strongly made, with rubber mat top, and handsomely bound with brass, fitted for four persons at £40 10s. and six persons at £48 10s. This well-known firm also have single tea and luncheon baskets, silver "motor" knives, sandwich boxes, tourist flasks, luminous motor clocks, and a combination eight-day watch and aneroid barometer. Of special interest to the lady motorist are the Morocco leather fitted motor cases and bags, which contain sterling silver toilet bottles, jars and ivory brushes.

An interesting point is raised by the Pressurelastic Inner Tube Co. in connection with their "Pressurelastic" inner tube. Do motorists realise that 98 per cent. of stress and strain is borne by

The main points of the Glyda shock absorber (left hand illustration) are its elimination of road shocks, however severe, and increase of comfort in driving. Everyone likes to see a good mascot, and that which appears below is certainly most graceful.

Called "Lady on the Rock," (price of £3 3s. silver plated) it is supplied by A. E. Lejeune, of 9, Hallam Street, W.1. On the right is illustrated a No. 9421 Type G.4 Magneto, as supplied by the British Thomson-Houston Co.



A GOOD GRADIENT METER IS WORTH WHILE.

the tyre cover and only 2 per cent. by an ordinary tube? They maintain that if a 135 mm. section cover requires an air pressure of 75 lb. to carry a load of 1,225 lb., this same cover fitted with their inner tube will only require an air pressure of 55 lb., and 20 to 25 lb. of this is necessary for expansion before any pressure is exerted against the cover, consequently there is two-thirds less air pressure strain on the cover than is the case with an ordinary tube. The tube is of special design, being exceptionally thick at the top, bottom and sides, and during the Motor Show it can be seen on Stand No. 15, White City.

The greasing-up job is often either neglected or tackled with impatience. Under ordinary conditions its after-effects are dirty hands and a ruffled temper. If you would render it easy and pleasant, the "Enots" flexible grease-gun system will help you out. Messrs. Benton and Stone will during the Motor Exhibition demonstrate this on Stand 441. The old type greasers are replaced by connecting nipples, to which the end of the conduit on the grease gun is attached by patent quick detachable pressure-tight couplings. A few turns of the handle of

the gun at each part to be lubricated, and the job is done. Immediately the patent coupling is disconnected the grease flow is instantaneously stopped, and no matter what pressure be then put on the gun, the extrusion of grease becomes impossible.

Having dealt with a clean method of lubrication, let us now deal with the cleanest of illuminants—electricity. A lamp specially designed for the motorist by the General Electric Co. is the Osram Automobile Gas-filled Headlight (12-14 volts, 18 w. 1.5. in a 35 mm. bulb). It forms a useful intermediate size between the 12 w. in a 35 mm. bulb and a 24 w. lamp, which is in a 50 mm. bulb. The price of these lamps is 3s. each. A noteworthy point in the Osram Gas-filled Headlamp is the formation of the filament. The filament form is extremely concentrated, so that it approaches as near as possible the ideal point source. For use with scientifically designed reflectors, these headlight lamps are particularly suitable, as full advantage can be taken of the correct curvature of the parabolic reflector. The shape of the bulb in these lamps is tapered off towards the cap, so that it can be placed far back

Cord covers make for more luxurious riding because the generation of the destructive heat is reduced to a minimum, and that is why the Avon "Duroolith" tyre (centre illustration), made by the Avon Rubber Co., is so popular among motorists.

The Pressurclastic Inner Tube (centre) is specially designed to reduce the air pressure on the cover, and the gradient meter made by Messrs. Tapley and Co. (on the right) is an accessory well worthy of attention. We have tested one and know!



IF IT SNOWS—PARSON'S CHAINS.

in the reflectors for focussing purposes. The caps used with these bulbs are without shoulders for the same reason.

It is generally admitted that the cord cover has many advantages. It makes for more luxurious riding, because the generation of the destructive heat is reduced to a minimum, and the Avon Rubber Co. claim that all these points of superiority are embodied in their "Avon Duroolith" tyre. This firm also make Avon Duroolith motor covers of cord and fabric construction, in all sizes, also Avon inner tubes and various sundries for repairs. Their Stand at Olympia during the Show is No. 258.

Economy combined with excellence is the *desideratum* we are all seeking to-day. So that when the Goodyear Tyre and Rubber Co. announce a revision in prices, and maintain that the new cost represents the greatest value in their history, there is reason to rejoice. These cuts in prices apply to their beaded edge all-weather tread fabric, cord, cross rib and straight side covers, red and grey tubes, and tyre savers and accessories. The Goodyear Stand at Olympia is 514.

The name "Dependence," identified with the productions of J. R. Oldfield, is

associated with special lamps for special services. They have a comprehensive range of the electric variety—head, side, tail, and dashboard lamps—likewise a selection of paraffin burning lamps. They also give great prominence to mirrors in 4 in., 5 in., and 6 in. sizes to suit every type of car. During the Motor Exhibition you can see these at Olympia on Stand No. 480.

We trust you have never had the misfortune to watch your car gradually burn out, with no means at hand with which to extinguish the flames other than, perhaps, bushels of dirt. However, this experience never will be yours if you carry a Pyrene fire extinguisher on your car, for as quickly as the flames appear they can with this useful accessory be effectively extinguished. The extinguishers can be obtained in brass, nickel-plated or oxydised copper finish, whichever is suitable to the car, while the Pyrene liquid is non-damaging to property.

Non-skid chains are admittedly unique in their capability to prevent wheel-spin and side-slip under all conditions of road surface. Their peculiar merit is pronounced, and unapproached by other

Non-skid chains are admittedly unique in their capability to prevent wheel spin and side slip, and as in the case of Parsons non-skid chains (centre illustration) they can easily be fitted to any kind of tyre or wheel. Illustrated also

are two other interesting accessories—a new type of electric horn, having a sonorous note and admirable appearance, and the Moonbeam Non-Dazzle Headlamp, which is made by the Moonbeam Engineering Co., at £13 15s. per pair.



A GOOD TWO GUINEAS WORTH.

means, in snow, on frozen surfaces, or on soft ground. They are easily fitted to any kind of tyre or wheel, pneumatic or solid, and do not damage either the wall or tread of the tyre. In the case of Parsons Non-Skid Chains, the cross chains, made of hardened steel, run diagonally in opposite directions in the No. 1 quality set, and at right angles to the line progression in the second quality. A varied assortment of these chains will, during the Motor Show, be exhibited at Olympia on Stand No. 534. Another extremely interesting accessory supplied by this firm is the Weed Chain Jack. This jack has no handle or loose part that can be lost, and the screw mechanism is operated by means of a long endless chain, which needs only a few pulls one way or the other to raise or lower the jack-head. A special feature is its hinged auxiliary step which adds two inches to the height of the jack, and is particularly useful where there is a lot of difference between the height of the back and front axles.

Electrical productions have a fascination all their own, and the C.A.V. 1923 designs of C. A. Vandervell and Co. fall naturally into this category. Their new designs in switchgear include self-contained control

for dynamos, ignition systems, and incorporate locking devices, together with dynamo cut out in distinctive flush types for fascia board mountings. There is also a full range of "C.A.V." lighting and starting batteries; new designs of wing-fitting road lamps; and general accessories. The firm is exhibiting at Olympia on Stand 460.

What motor owner is there who does not desire to have his car kept spick and span? To aid in this laudable ambition the car polish of the County Chemical Co. for restoring dull coachwork to its original lustre will be found useful. Amongst other "Chemico" specialities of this firm we may mention motor patches and patch cabinets, blow-out patches, Kleervu for windscreens, "Vasoleum"—the non-solidifying gear-box lubricant, and "G.B." and Driplamp carbide. All these may be seen during the Motor Show on Stand 449 at Olympia.

Amongst other manufactures of the Lucas Electrical Co., who have Stand 464 at Olympia, there may be mentioned the Lucas lighting and starting sets, the Lucas "Magdyno" lighting and ignition sets for light cars, "Lucas" dynamos, switch-boxes, batteries, dimmer switches a full

The top illustration is of the Universal Boyce Motometer supplied by the Benjamin Electric Co. at a price of two guineas; whilst below we have the Jervous lubricating spring gaiter designed by Messrs. Ramsden (Halifax), Ltd. It is provided with a channel

affording rapid conveyance of lubricant from oilcaps and permitting an oil feed for the whole length of the spring. From this channel, by means of capillary attraction, the lubricant is distributed to every portion of the spring leaves through the lining.



PICNICS AND PERFECTION.

range of "Lucas" magnetos (formerly Thomson-Bennett) with and without impulse starter, suitable for every make and type of engine; the "Lorilite" C.M.52, a self-contained acetylene headlight with a single carbide chamber; the "Lucas" electric attachment for petroleum side and tail lamps; the "King of the Road" hydraulic lifting jack; "King of the Road" horns; new pattern "Safety" observation mirrors; "Girder" wrenches; forced feed oilers with clips and petrol squirts.

The desire to see "how it is done" is in most of us, and at Olympia the wish can be fully gratified. For instance, there are numerous examples in operation of standardised motor car magnetos, generators and mag-generator sets made by the British Thomson-Houston Co. You can see these on Stand No. 429 during the Motor Show. This firm's "I.L." magneto is a machine of the rotating armature type, whilst their type "M" is a light weight machine similar in design to the "K," but the armature spindle is arranged with its centre at a height of 35 mm., which is 10 mm. lower than that of type "K." The AV 85 and AV 125 type magnetos are suitable for eight and twelve-cylinder engines respectively. Both types are of

the well-known polar inductor design, giving four sparks per revolution of the shaft. The type FM 6 magneto, a new B.T.-H. model for 6-cylinder motor car engines, is a rotating sleeve type magneto which gives equal intensity of spark over the whole range of 45 degrees movement of the timing lever. The "B.T.-H." impulse starter is for use with types "G" and "K" magnetos.

The proverbial golden attribute of silence is applied to springs as well as speech by all motor-owners, and the "Jeavons" lubricating spring gaiter is designed by Messrs. Ramsden to maintain this view. The arresting feature is the provision of a channel which runs its full length, affords rapid conveyance of lubricant from oilcaps and provides a positive oil feed for the whole length of the spring. From this channel by means of capillary attraction the lubricant is distributed to every portion of the spring leaves, through the medium of the cotton wicking lining. The outer cover is made of the best oil-dressed leather, and the gaiters completely enclose the spring, fitting like a glove and laced neatly underneath, the ends being secured by strong straps.

A combined luncheon and tea case for four persons made by Mappin and Webb. It is absolutely dust and waterproof, and is suitable for fitting on the running board of any car.

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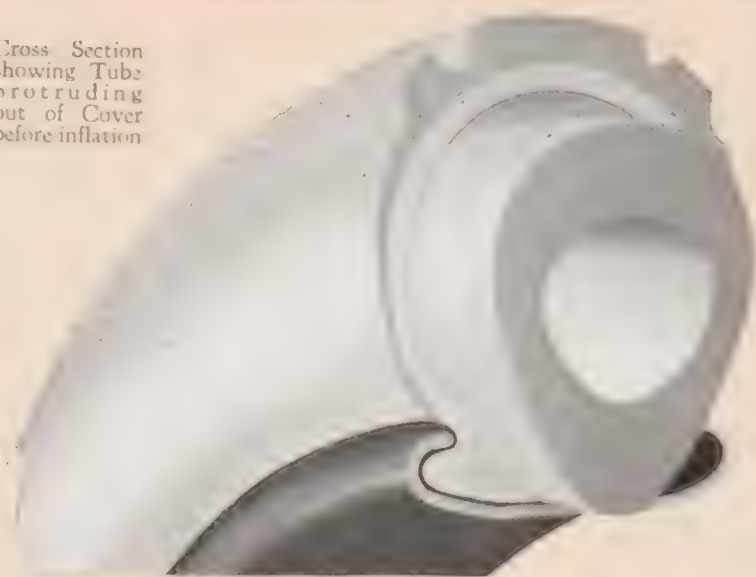
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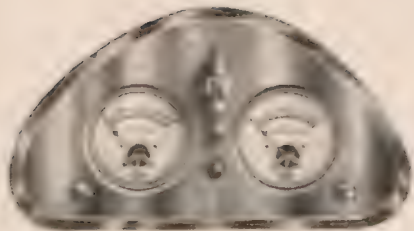
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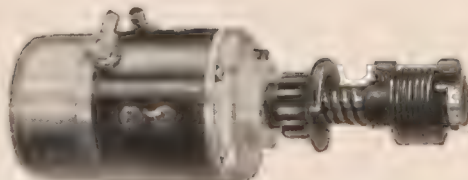
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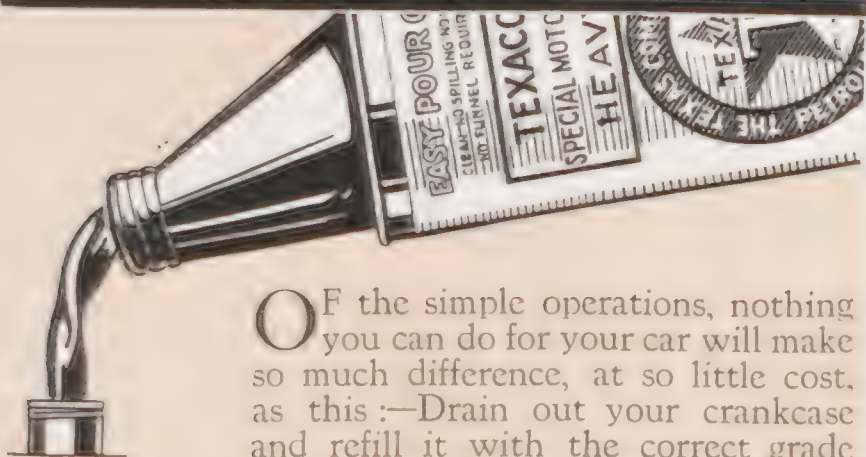
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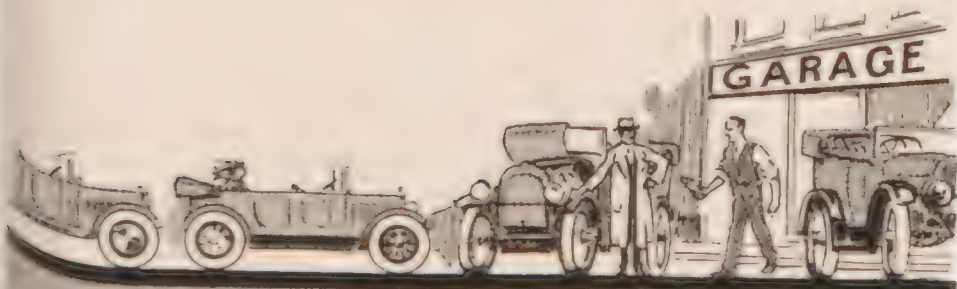
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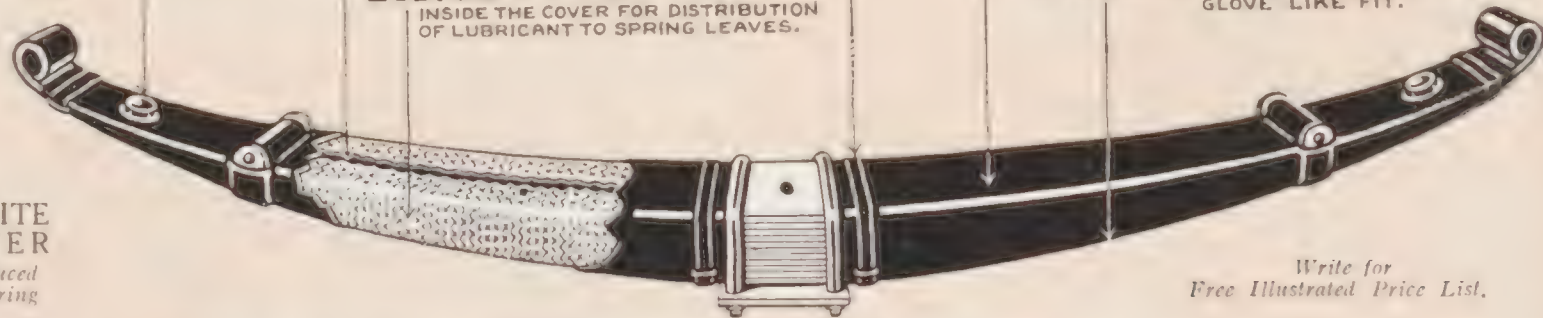
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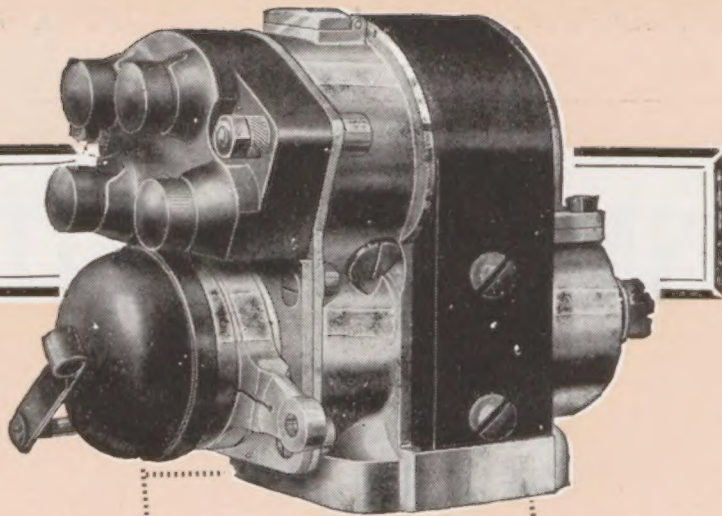
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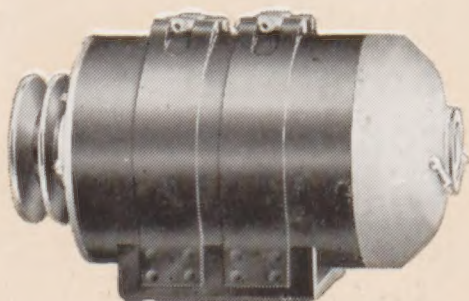
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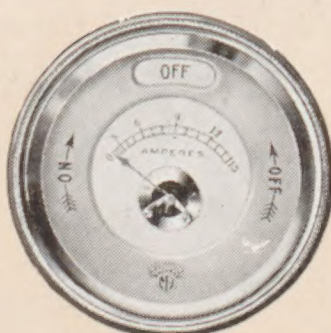
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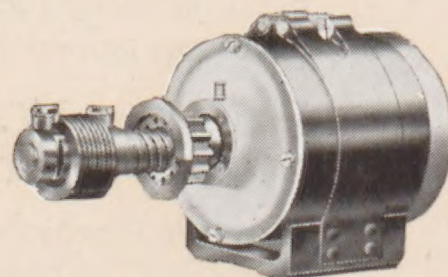
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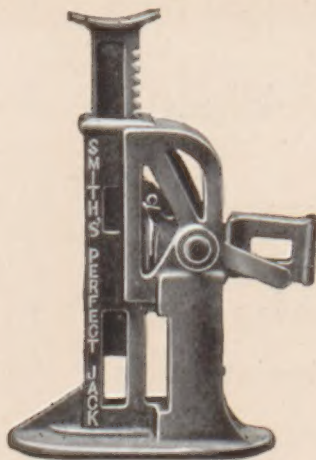
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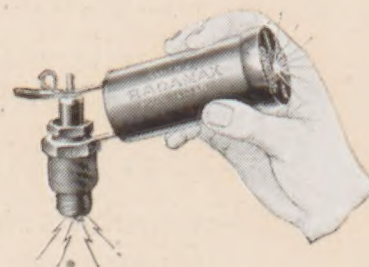
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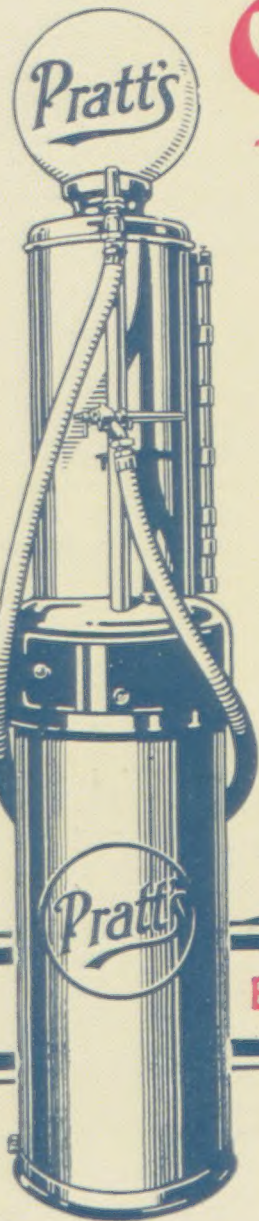
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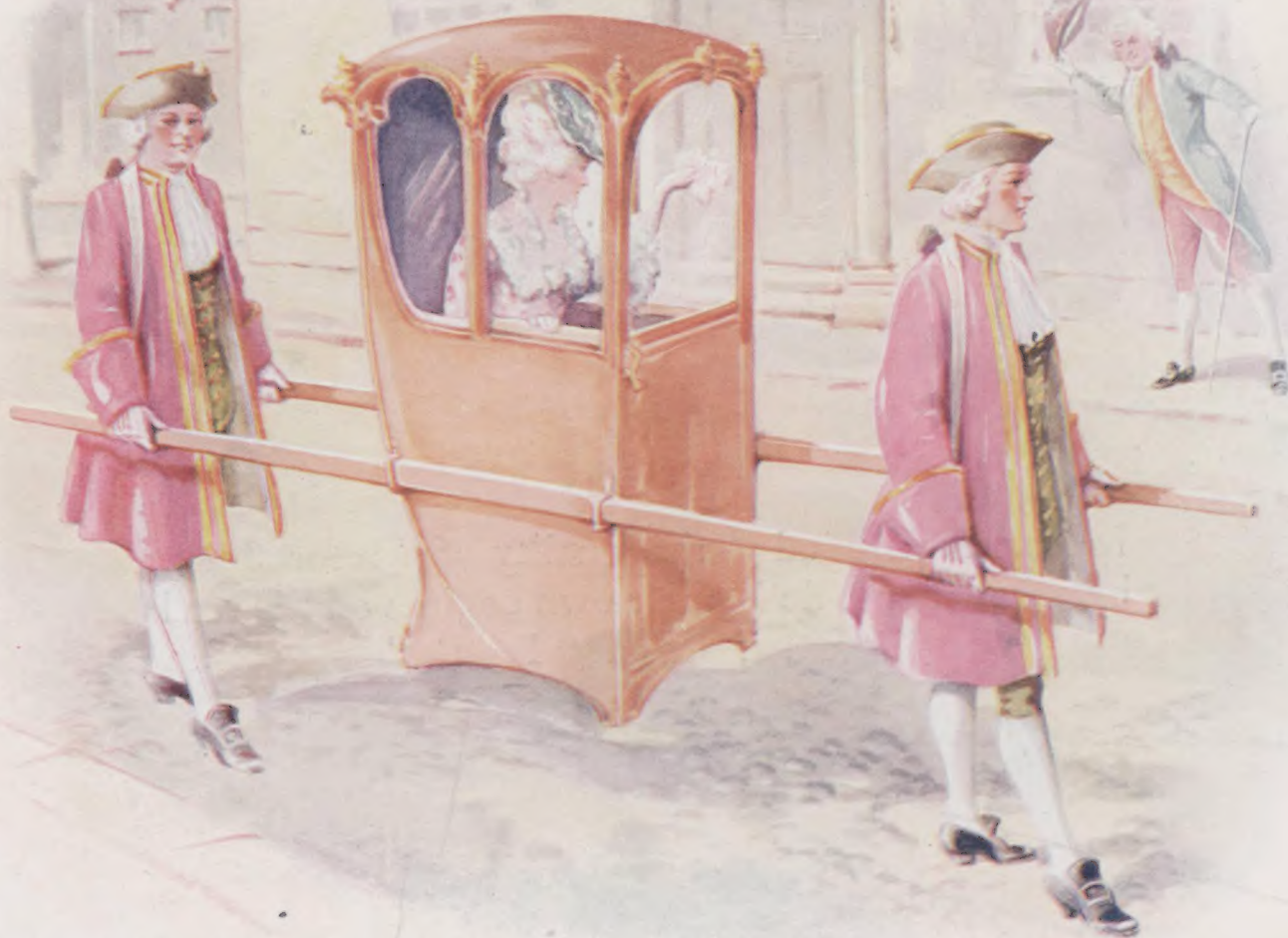
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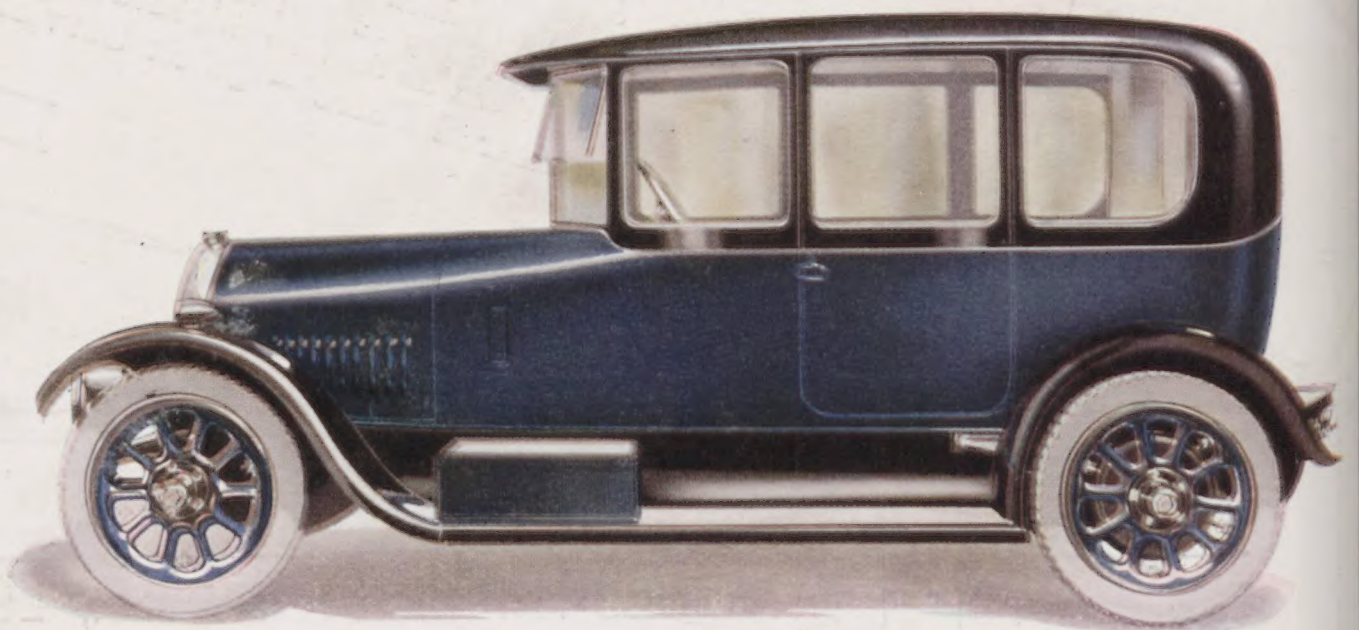
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